

A
NARRATIVE
OF THE
PROCEEDINGS
OF HIS

MAJESTY'S FLEET in the
MEDITERRANEAN, and the combined
Fleets of FRANCE and SPAIN, from the
Year 1741, to March 1744. Including an
accurate ACCOUNT of the late Fight near
TOULON, and the Causes of our Miscarriage:
The Lines of Battle on both Sides, Plans of
Villa Franca, Naples, Hieres Bay, and Toulon:
The French Admiral's Journal in French and
English, from the Time he left *Toulon*, until he
anchored with his Fleet in *Alicant Road*.

LIKEWISE

Some Signals greatly wanted on the late Occasion:
And a List of Captains and Lieutenants made by Admiral
Mathews in the *Mediterranean*, their different Removes, &c.

With many useful OBSERVATIONS.

By a SEA-OFFICER. *K*

THE SECOND EDITION.

*Let not a Torrent of impetuous Zeal
Transport thee thus beyond the Bounds of Reason:
True Fortitude is seen in great Exploits
That Justice warrants, and that Wisdom guides,
All else is tow'ring Frenzy and Distraction,
Are not the Lives of those who draw the Sword
In Rome's Defence intrusted to our Care? Add. CATO*

L O N D O N:

Printed for J. MLLAN, near *Whitehall*. 1744.

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E R R A T A.

PAGE 8, *Line 14.* read all Scandal ; like the Sun. p. 24, l. 16, r. superannuated. p. 30, l. 10, r. for a Month by. p. 32, l. 7. r. which the sudden Heats. p. 39, l. 11. r. exulting and defying. p. 42, l. 22. r. Fleet sailed and were. p. 43, l. 30. r. made sail a-head. p. 45, l. 7, r. who depends not. p. 48, l. 29. r. Fleet be when scatter'd. p. 52, l. 4. r. can be imputed. p. 76, l. 12. r. Knight Errantry. p. 86, l. 12. r. the French Officers. p. 96, l. 2. r. fit for any Purpose.



To the RIGHT HONOURABLE

DANIEL,

Earl of *Winchelsea* and *Nottingham*,
Viscount *Maidstone*,
Baron *Finch* of *Daventry*,
First Lord Commissioner for
executing the Office of Lord
High Admiral of *Great*
Britain, &c. &c.

My LORD,



THE following Relation of
so many Truths and Facts,
collected upon a Quarter-
Deck, on board one of his
Majesty's Ships in the *Mediterranean*,
has

iv D E D I C A T I O N.

has some Title to your Lordship's Protection, as the President in Commission for executing the Office of Lord High Admiral of *Great Britain, &c.*

To put the Author's Veracity, Candor and Sincerity beyond all Doubt, who looks upon it to be a Crime of the most heinous Nature, a Species of Treason to dare to offer at misleading the Public, if it should hereafter happen to appear, that any of these Transactions have been misrepresented by him, he now faithfully promises to your Lordship, upon an Advertisement of that kind being published, and sent abroad to the Fleet with an Order for his Passage home, immediately to acknowledge himself the Writer, that he may in that Case be chastised in the Face of the Nation, and scratch'd off
the

DEDICATION. v

the List of Sea Officers, as a Calumniator and Author of Falshood: The greatest Ignominy that can be inflicted on him. But in the mean while, he humbly begs your Lordship will be pleased to forgive the Concealment of his Name, as the Knowledge of which can neither be necessary nor prudent, at the Time he remains in Commission, in the Hands of Power, obnoxious to the Resentment and Malice of those, whose Interest it is so industriously to hide their Conduct from the Eyes of the Public; and indeed, to take all Measures to cover it with a Veil of profound Misrepresentation. I am with the greatest deference

My LORD,

Your LORDSHIP'S

most obliged

most humble

and devoted Servant.

P R E F A C E.

HE that becomes an Author without civilly accosting the Reader at the beginning, is thought to intrench upon good Manners; in pure Compliance with this Custom, the Sailor who never entered the Lists before, with all due Submission addresses the Reader.

He is truly sensible there is nothing to recommend the following Sheets, but matter of Fact beyond the least Controversy; which is related without any Flowers or Glosses: A sweet Period, or a delicate Cadence, is what his Profession is unacquainted with; and indeed, there needs no finery of Language, or a pompous Parade of Words in a meer Narrative.

If

If he has advanced any thing which may seem to be severe, he answers, better the Guilty be detected and feel the *Weight* of the Nation's Indignation, than the Innocent continue to be further injured and oppressed. As to any more Preface, Reader, you must observe what the celebrated Mr. Pope says, viz. "There is a
" Pleasure in relating the Truth, which is a
" Vanity at least as excusable as any Vanity
" can be, when so many mischievous Insects are
" eternally at work in censuring and calum-
" niating People of Merit, that they may have
" the Satisfaction of seeing them look'd upon no
" better than they themselves deserve.

" Though an honest Mind is not in the Power
" of any dishonest one, let his Station be ever
" so exalted; and to break it's Peace, there
" must be some Guilt or Consciousness, which
" is inconsistent with its own Principles, yet
" Malice and Injustice have their Day, like
" some short lived Vermin, that die in shoot-
" ing their own Stings. Falshood is Folly,
" and Lyars and Calumniators at last hurt none
" but themselves, even in this World: In the
next,

*“ next, ’tis Charity to say God have Mercy on
“ them! They were the Devil’s Vice-gerents
“ upon Earth, who is the Father of Lies,
“ and I fear has a Right to dispose of them.*



A

NARRATIVE.

THE Nation, amongst other Advantages, possesses in an eminent Degree the most valuable Privileges of having the Throne open to the Petitions of the Subjects, and enquiring into the true Causes of all Miscarriages relating to the Government : These Enjoyments, with the Liberty of the Press, have been always a Check upon an Administration, and the Means to secure and preserve our Religion, Laws and Liberties.

A Minister, an Admiral, a General, or any public Officer, the Instruments of the Royal Authority, are invested with the Power to do good, but are restrain'd from doing ill. While they with a Disinterestedness, a Candor, and a Nobleness of Soul, use their Talents and Capacities in Pursuit of the true Interests of their Country ; and by their Prudence and Courage surmount all Obstacles and Difficulties ; while pure Reason, Fortitude and Military Virtue appear to be the Rule of their Will, with a just Discernment in chusing, and a Steadiness in pursuing the best and wisest Councils. When they govern with Wisdom and Moderation, and unite in the same View to preserve Independence

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dence Abroad and Union at Home; when they punish Evil and reward Merit with Distinction, employ the Superiority of their Genius only to make their Master's Commands respected, and to add Strength to his Interest and Influence Abroad, in defeating and frustrating all the Designs and Attempts of his Enemies; such an excellent Conduct, such a warm Zeal for the publick Good, never fail to receive great Applause: The Nation with one Voice pays all due Homage in singing the Praises of so much superior Merit. But if, on the contrary, any of these Men who are Officers of the Executive Power, should not be Men of sound Judgment; whose Reflection and Experience have rectified their Faults, but think every thing due to their superficial Talents; Men whose Resolutions are not fixed and steady, who are capricious and inconstant, and continue to have the Vanity to think themselves much wiser than other Men; incapable of reaching the Heights and Depths of their Profession, who have neither Wisdom to distinguish what is just, Virtue to adhere to it, nor Courage to put it in Execution; Men who are led by Inclination and Affection, Malice and Resentment in the Service of the Public; such Men ought to be look'd upon as the Enemies of the State, and whether they fall into Errors and Blunders, by Pride, Ambition and the different Passions which possess the Heart of a turbulent Spirit, or through wilfulness, Ignorance and Surprize, the People detest them, and load them with Imprecations.

The Miscarriage of our Fleet in the *Mediterranean* is become the Topic of all Conversation in the Town and Country. We have all along flatter'd
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ourselves, especially as so much Care had been taken to supply and re-inforce that Fleet, till at last there were not more Ships left at Home, than what were absolutely necessary for disappointing and defeating any Designs that might possibly be attempted by the *Brest* and *Rockfort* Squadrons; that so great a Force supported at such an immense Expence, so great a length of Time, with the Aid and Assistance of our good and powerful Ally, the King of *Sardinia* would disconcert all the Projects of our Enemies in that Quarter of the World, and infallibly frustrate the ambitious Views of *Spain*, in settling Don *Philip* in *Lombardy*; and if the combin'd Fleets of *France* and *Spain* came out to Sea, so great was our Dependence on the Strength of our Fleet, that we seem'd to be perfectly sure that their Destruction must inevitably ensue. Then indeed all murmuring among the People, under Pretence that the publick Treasury was exhausted in maintaining useless Fleets would have ceas'd, when our *Mediterranean* Fleet had had the Glory to finish a War, whereby our Commerce has so much languish'd, and our Strength diminish'd, and brought about an Advantageous and Honorable Peace. Where this Commerce flourished again, under the Protection of our wise Laws, and Plenty became universal: But, alas! how great is our Disappointment, when we find this Opportunity lost, and the severe Necessity we are under of continuing these great Expences! Whether this Misfortune has proceeded from want of Experience in a great Command (agreeable to the late Duke of *Argyle's* Observation) or a Capacity to execute so great a Design, Strength of Judgment, military Discipline, precipitate Changes, a ready Vivacity in applying Expedients to what may have discomposed

the most prudential and best concerted Measures: Prudence, Address and Policy at all Conjunctions, to prevent any sudden Disorder and Confusion, or Misconduct in the inferior Officers, Vigilance and Dexterity to surprize and attack, Resolution to face Pain and Death, Neglect and Remissness in the Execution of their Duty, with a strict and speedy Observance of all Orders; yet the *Nation*, thus injured, has an undoubted Right to make an Enquiry and cry aloud for Justice: To punish Men with the utmost Rigour is Brutality and not Justice: But here, where the Interest of the Publick is so greatly concerned, a too Extensive good Nature, which has not Force enough to punish so much Evil, would not be a Virtue, but a Weakness, which might produce the worst of Consequences. It is to be hoped therefore that this will become the Wisdom of a Parliamentary Enquiry, as it is at least of an equal Importance with the unhappy *Porteous's* Affair; and then every thing will be seen to the Bottom: Those whose Interest it is to study to throw Obscurity over the most important Particulars, will be managed with so much Dexterity, that what they endeavour so artfully to conceal, will be drawn from them by Degrees. *Altered and forged Log-Books will be discover'd, by whom dictated and by whom supervised, together with the Subornation of Evidence to support these Iniquities.* Nothing will escape the Penetration of such a Scrutiny; the Justice of the Nation will be satisfied; Matters will be digested with so much Clearness, that the Publick will be easily led to the Truth, with Order, Perspicuity and Brevity; the known Partiality of Courts-Martial will be baffled; the Prejudices and Passions of such Men, who ordinarily Act either from Ambition and

and Interest, or false Gratitude and Affection will be triumphed over; the Innocent will be justified, the Guilty will be detected, and feel all the Vengeance of a parliamentary Indignation, and their Punishment, Censure, and Disgrace, will serve as a lasting Monument and standing Record, to deter others from the like Offences.

In the mean while a Sea Officer, an impartial and disinterested Person who saw the Conduct of both Fleets from the beginning to the end when they parted, and has acquired Experience and Judgment enough to be able to distinguish their Disposition, and to make some proper Remarks upon the different Motions of both, purely from the great Desire he has to represent the real Truth, lest the Public should be carried away by Prejudice, Appearances, or Passions, is tempted to publish a Narrative of the Proceedings of the Fleet in the *Mediterranean*: However unequal he may be to the Task, he strictly adheres to the Truth, and neither exaggerates, nor extenuates the many neglects, which were too conspicuous and notorious to escape his Observation, or to be contested: He only speaks such Truths as cannot be deny'd or contradicted, and advances nothing where Evidence and Conviction are wanting. The ample Proof and Confirmation thereof will hereafter appear, whenever a public Examination is made, until which time, for the Veracity of what he relates, he appeals to the Conscience of every Man who was in the Fleet: Let them be interrogated, every judicious Man, who thus takes the Pains to be informed, will be thoroughly convinced of the Certainty and Faithfulness of this Relation; the Feeling and Sentiments of all honest Hearts confirm
and

and authorize it ; and the Public will find that the Author has had no other Interest or Motive than to guard them against vulgar Prejudices, mean Dissimulation, or the Artifice of base, designing Men.

The Suspension of a Vice-Admiral of the White-Squadron of his Majesty's Fleet, and sending him home in the *Salisbury* with Merchant Ships under her Convoy at so critical a Conjunction, when his Experience and Knowledge might be necessary, are extraordinary Instances of the Power and unbounded Authority of an Admiral abroad ; and what makes it more surprizing, this Vice-Admiral was thought to be so consummate and experienced a Commander by his Majesty, that the other Admiral had leave lately to come home for the Recovery of his Health, and a Commission was sent out appointing him Commander in Chief in the *Mediterranean* ; therefore the Astonishment of the Public is continued, that he was not in that Case kept abroad at *Makon*, or where he could not do Harm, until the King should signify his Pleasure. Many Persons are alarm'd, and cannot possibly judge or surmise any Cause for this Proceeding ; numberless and various are the Reasons given by others ; some attribute it to Treason or Cowardice ; others are foolish enough to affirm it to be for holding a *Correspondence* with the Enemy, or being in Concert with the disaffected Persons, who were to favour the Invasion in Behalf of the Pretender ; nothing less flagrant say they, considering all Circumstances can justify such a new and unprecedented Stretch of Command in a Brother Admiral, *Who is known not to be governed by the Caprices of a proud and an uneven Temper, but has too much Moderation*
and

and Contempt of all worldly Grandeur to be agitated by a Gust of Passions or Affections in the Possession of an extensive Command, or the Rank due to his Merit (in the many Services done his Country) as Rear-Admiral of England, and Admiral of the White Squadron of his Majesty's Fleet. It has been observed by the Sea Officers, that had any Part of the Vice-Admiral's Conduct displeased in the late Fight with the Spaniards, the Admiral who commanded was too good an Officer (for Instance Sir Robert Johnson's Dismission) to have suffered him to have continued his Authority after that, and in Sight of the Enemy, when a more general Action was expected every Moment: Likewise it has been said that he did not obey immediately the Signal to give over chasing the Enemy the second Day after the Battle, when they escaped with their lame Ships; for a Frigate of twenty Guns was sent after him: In short, all that we are able to gather from so many different Accounts, is the Certainty that these Gentlemen never lived in any Friendship or Harmony; whenever they met they were opposites; (but surely it is to be supposed that the superior Admiral is a wise and cool-headed Man, and would not suffer private Piques, old Grudges, and Animosities to interfere with his Majesty's Service and the public Good.) And that after the Fleet got into Mahon Harbour, there was a Paper War carried on between them; where it is said, that the junior Flag at last was led by his Attachment to his King and Country, and in Justification to himself, to speak in very strong Terms, and with too little Respect, considering the known Custom and Practice at Sea, which is never to speak Truth in Contradiction to your superior Officer, even if it should happen to be in Defence of your own un-
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blemished Reputation, and absolutely necessary for the Execution of his Majesty's Service. It is a Maxim only to speak such Truths as will be agreeable to him, otherwise you are never to be forgiven. To conclude, either the one or the other must be to blame; the Superior in depriving his Majesty of the Service at this Time, of so able and brave an Officer, or the Inferior in doing something deserving of this Censure; and until the Papers which have pass'd between them are published, or an Enquiry can be made, we must suspend our Judgment: But if we were to judge from the suspended Gentleman's Conduct, we may soon hope to see him extinguish all Scandal, ~~and~~ like the Sun who no sooner appears than he puts an end to the stinks which a Fog has raised: However, it will be doing Justice to the Public and this Gentleman, before we go any further to take a View of his Character.

We find when the late Lord *Torrington* who was a great Sea Officer, introduced him to the King, he was pleased to say, That he took the Liberty to recommend to his Majesty's Favour one of the most able, and the best Quarter-deck Officers that ever had been bred at Sea. This has been always the Judgment of every Sea Officer, even Mr. *Leflock*'s Enemies (if he has any) cannot help acknowledging his great Capacity and Understanding: That he is indefatigable in his Duty, knowing, well qualified, and so perfectly acquainted with every Branch of the Navy; that the Difficulties of the greatest Command cannot exceed the Bounds and Extent of his Genius. It appears, that he has been constantly employed in his Majesty's Service from his Infancy; never any Length of Time up-
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on the Half Pay : Consequently with no more than equal Talents, he must excel those in Knowledge and Experience, who have lived ashore any Number of Years, and are but newly returned again to retrieve what they have lost, by a long Absence from their Trade. The many rigid Tryals he has necessarily passed through before he arrived to the Dignity of a Flag Officer, prove his Intrepidity, Temperance, and the numberless Opportunities he has had to treasure up Experience, as well as to acquire all the Qualifications requisite to the forming a good Admiral ; and the many signal Proofs he has given of all the different Sorts of Courage, in enterprizing, executing and in shewing himself superior to the most adverse Fortune, are Testimonies of a fertile Genius, a ready Hand, and true Fortitude of Mind, capable of profiting from all Conjunctions ; fruitful in Expedients, and wise, dexterous, and expeditious in the Application of them ; a solid Judgment in descending to all the Consequences, and penetrating into the whole Series of Action with their Dependence upon one another.

These great Talents, both natural and acquired, endeared him to Admiral *Vernon* ; and he no sooner joined him at *Jamaica*, than that brave Officer in Justice to his Merit, gave him a Commission to wear a distinguishing Pendant, and appointed a Captain to the *Boyne* under him.

When the Fleet return'd from *Carthage* to *Port Royal*, he was dispatch'd home with the three Deck-Ships, where he arriv'd at the time that the *French* and *Spanish* Squadrons were triumphantly carrying on the Settlement of *Don Philip* in *Italy*.

He, therefore, as the properest Person, was sent with a Reinforcement to the Aid and Assistance of Admiral *Haddock*; but when he got to *Mabon*, he found that Gentleman from an Indisposition, altogether incapable of commanding, with the greatest Part of the Fleet very sickly and unfit for Sea; while the *Spaniards* continued to send, and carry on their Embarkations to *Italy* with all imaginable Success.

No Time was lost by this active Officer; and by great Diligence and constant Attendance, the Fleet was equipp'd again, and many of the Ships careen'd: The Seamen were recover'd from the Hospital, and by reducing every Ships Complement in Proportion, with the additional help of five Hundred Soldiers from the Island; they were all in a Condition to sail in much less Time than could have been expected: But it seems, as the Admiral's Health could not permit him to go to Sea, by the Intrigue of some Harpy and Whisperer about him; indisposed as he was, it was judged only necessary to send out five or six Sail under the Command of a Captain: These Ships were just upon sailing, when the *Folkston* from *Marseilles* brought certain Intelligence of the Disposition of the Enemy; upon which Mr. *Lestock* made a proper Representation thereof to the Admiral, with his Opinion of the Consequences of sending so small a Force, which prevail'd so far, as to cause a Council of War to be called, where it was unanimously agreed, that it was requisite for the whole Fleet immediately to put to Sea.

1742 — Accordingly, the Fleet sail'd in the Beginning of *April* 1742, under the Direction of Mr.

Mr. *Leftock*, who soon after was authorised by his Majesty to take the Command upon him. The Moment we appeared off *Toulon*, where the *French* and *Spanish* Squadrons had been some time after their Return from *Italy*; a general Alarm ensued, the Batteries were repair'd with great Diligence, double manned, more Guns mounted, new Fortifications raised, Booms got across the Harbour's Mouth, and all the military and necessary Preparations made, as if they immediately expected a sudden Attack at that Port.

Their Situation, Strength and Forwardness being perfectly viewed and considered; then by an excellent, well judged Disposition of the Squadron, all along the Coast of *Catalonia*, *Provence* and *Italy*, there was the finishing Stroke put to the *Spanish* Progress. Some Vessels were taken and destroyed, one of which was burnt in Sight of *Toulon* and the united Fleets; and the Embarkations then on Foot were entirely frustrated, discontinued, and all the Troops disembarked; the Infant of *Spain*, who was to have gone by Sea to his new Kingdom, being then at *Antibes* with the Royal Gallies of *Spain*, found it now impracticable, and did not attempt it, or indeed any Embarkation. The *French* continued to be under great Apprehensions, especially in Regard to their extensive Trade, which was not the least of their Fears; and they were taught that their Policy, which they had so long practised in amusing, and captivating other Nations with Wiles and Artifice, could not avail.

The *Spanish* Army that had been already transported into *Italy*, on board and under the Convoy
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of the combined Fleets of *France* and *Spain*, with several other Embarkations which soon afterwards followed, dwindled and mouldered away : They were not only very sickly, but they deserted by Thousands, particularly to the *Venetians*, who gave them great Encouragement ; and this entirely owing to the Care that was taken to prevent any Supply, Succour or Reinforcement reaching them : Whereby this Army, so much the darling Wishes and Hopes of the Queen of *Spain*, was deprived of all possible Means of putting her Designs in Execution, and forced to lie in a State of Inaction in daily Expectation of more Force, the real Source of its Miscarriage, until at last, instead of conquering States and Dominions, it was reduced to so small a Remnant, that it was necessitated to act on the defensive, and fly from Corner to Corner seeking a Refuge, and leaving behind it many Instances of Distress, with more and more Deserters ; the common Consequences of a fugitive Army, without a Supply or a Recruit.

This Disposition of his Majesty's Ships had its desired Effect ; it occasioned the greatest Alarm and Consternation to both our public and private Enemies ; at the same Time that it gave the greatest Satisfaction and Confidence to all the King's Allies : They saw a powerful Squadron employed in the most assiduous Manner, annoying the common Enemy, and assisting and supporting them, under an active Leader, who had nothing more at Heart than the vigilant Execution of his Master's Commands, and the Service of his Country. Our Merchants at *Leghorn*, who were before in a very deplorable despairing Way, were protected, and the Appearance of such a Fleet, disposed of in this Manner, deterr'd

deter'd the *Spaniards* from making any Attempt upon that Town, and was the Means of preserving a perfect Tranquility there. It was not long before the King of *Sardinia* expressed his Satisfaction in a particular Manner, and not only sent his royal Thanks to Mr. *Lestock* for his great Zeal, and these his Services in the Common Cause, but caused them to be represented at *London*: And to compleat this Pleasure he received a Letter from his Majesty's principal Secretary of State, congratulating him upon the Opportunity which he had had to shew his great Zeal and Abilities for his Majesty's Service, and acquainting him with his Majesty's entire Approbation of his Conduct in the well-judged Disposition he made of the Squadron for annoying the Enemy, and assisting and supporting the King's Allies.

Such was the low, despicable State of the Enemy, and the flourishing Condition of the *British* Fleet, and the King's Allies, when Vice-Admiral *Mathews* arrived from *England* at *Villa Franca* the 27th of *May*, and took upon him the Command of the Fleet. This able Gentleman, when the *East India* Company, in the Year 1721, apply'd for a small Squadron of his Majesty's Ships in order to destroy some Pirates who infested their Trade in the *East Indies*, was dispatched on that Expedition, and returned home again in the Year 1724, after having executed the Errand he was sent on to so good a Purpose, that the *East India* Directors never afterwards made any Application for any more of his Majesty's Ships to go into those Seas to protect their Trade. He had the Resignation to live eighteen Years ashore, and see many junior Captains made Admirals; but now such was the Exigency of the State,
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and his great Experience, that he was prevailed upon to go to Sea ; and he was appointed Vice-Admiral of the Red Squadron of his Majesty's Fleet, and Commander in Chief in the *Mediterranean*.

Mr. *Lestock*, at the same Time, was appointed Rear-Admiral of the *White* Squadron of his Majesty's Fleet, and on the first of *June*, was sent by Mr. *Mathews* with the Body of the Fleet to observe the Motions of the Enemy, as well as to intercept any Embarkation, which they might be possibly carrying on again ; but they had given over all Thoughts of any such Undertaking ; and, on the contrary, were preparing to force their Passage into *Italy* by Land.

While the Vice-Admiral remain'd at *Villa Franca* on board the *Namure*, the Rear-Admiral kept the Sea ; and, at this Time, took the Opportunity of viewing *Hieres Road* ; and having anchored there one Night, he found it to be a spacious, commodious, fine Bay, sheltered every Way from the Wind and Sea, capable of containing the Royal Navy of *Britain*, and one of the most fertile Spots in *Europe*, where there was Plenty of Wood, Water, and every Refreshment ; so good and safe a Situation, as being at an Anchor at *Hieres*, not above nine Miles from the Enemy, where every Thing which went in and out of the Harbour of *Toulon* might be very easily distinguished ; and this Bay of so great an Extent, that it was not in the Power of the *French* Monarchy to fortify it in such a Manner as to hinder our Fleet at all Times and Seasons from having Recourse to so good a Sanctuary, was a painful Mortification to our public and private Enemies.

About

About the middle of *June* the five *Spanish* Gallies, which had been prevented on our first Appearance on the Coast from carrying *Don Philip* from *Antibes* with another Embarkation into *Italy*, now venturing to creep all along Shore in their Retreat back again, were imprudent enough to put into *St. Tropez* (a *French* Port a little to the Eastward of *Hieres*, incapable and unwilling to make any great Defence) imagining that being moor'd by the Walls of one of his most Christian Majesty's Sea-port Towns, defenceless as it was, with the Terror of his omnipotent Name, would be a sufficient Protection: But such neutral Maxims did not now subsist; such wise Policy was banished; there are Vicissitudes in the Body-Politic, as in the natural; and Captain *Norris* of the *Kingshon*, with the *Oxford* and *Spence Sloop*, did not let this Opportunity escape; but with these Ships went into this Port and cover'd the *Duke* Fireship until she burnt the Gallies, in which they had the good Fortune to destroy so many at the Expence of one Fireship; a Vessel perhaps the best expended that ever was burnt, considering the Importance of these Gallies to the Enemy, and the Difficulty of getting more soon enough for their Purpose at so critical a Juncture, when they stood most in need of them: But, indeed, the *Spaniards* indiscreetly mooring along Side of one another, contributed to the Destruction of them in so easy a Manner; tho' this Observation is not made to diminish so glorious and well-executed a Piece of Service, which is worthy of the greatest Applause, and not only added to our Weight abroad, and the Support of his Majesty's faithful Allies, but gave the *French* their Fears and Apprehensions: At the same Time,

that

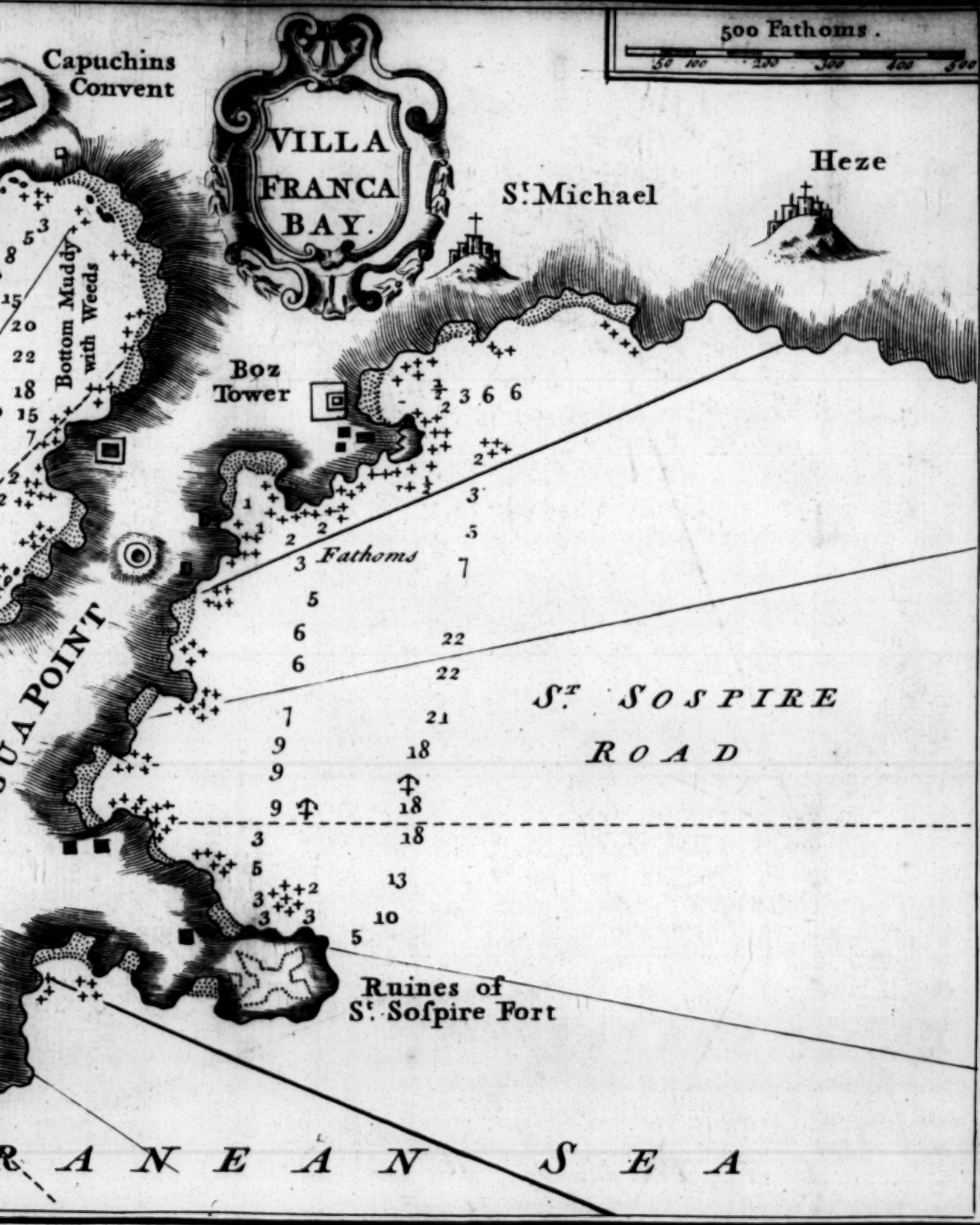
that it convinced the Enemy that nothing would be left undone which was practicable, to compleat their Destruction, and render the Aid and Assistance of their Allies abortive.

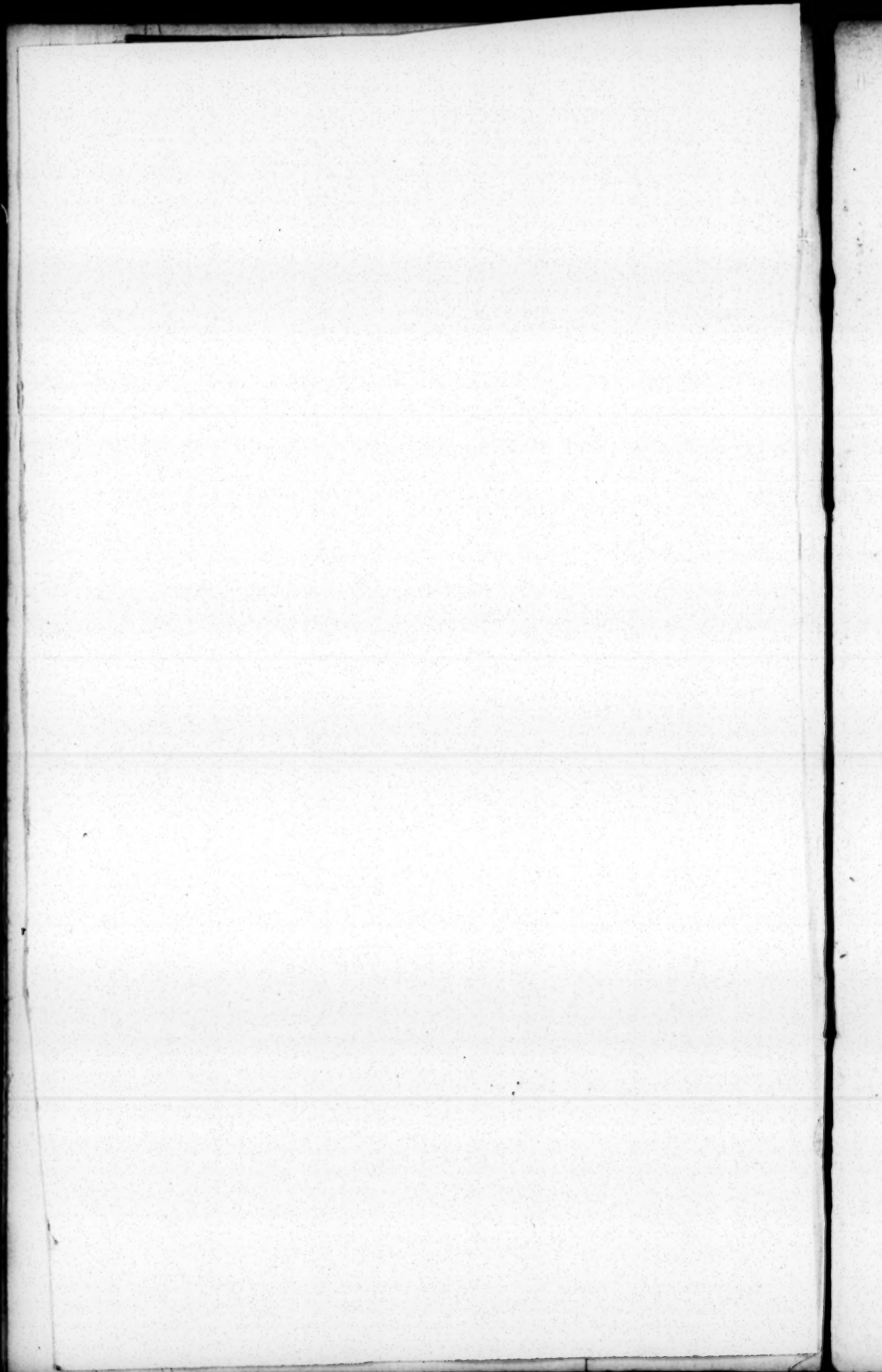
The *French* continued their great Complaisance and Civilities ; they were too civil a Nation to shew any Resentment ; they were perfectly resigned to the Times ; Wood, Water and Refreshments, or any Thing that was wanted in the most polite Manner were allowed us : It was not a proper Time, and their Trade was not come home : On the contrary, they insulted the Distressed, and ridiculed the *Spaniards* at *Toulon*, on this their Loss, in the most outrageous Manner, which added Fuel to the Fire, fomented their former Differences ; and these Antipathies broke soon out into endless Quarrels and continual Dueling, till at last it was ordered, that a *Frenchman* and a *Spaniard* should not use the same House, in order to put an End to these Broils. Though embarked in the same Bottom, with equally the same Cause at Heart ; yet to such Lengths were these violent Heats and Animosities carried between Officers of the highest Rank down to the lowest of both Countries, that they despised and mortally hated one another, taking all Opportunities to testify their Abhorrence ; and never met on any Occasion but when the Service they were employed on made it absolutely necessary.

But from the Time that these Gallies were burnt, the *French* became more apprehensive, and were kept in a continual Panic, insomuch that one of their Trading Vessels having sail'd soon after from *Toulon* in the Morning, but meeting with some

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Accident was obliged to put back again in the Night ; whereupon all the Fortifications were immediately alarmed, their Fears would not suffer them to believe her to be any thing else than an *English* Fireship, with the Fleet following : In a Moment they began to fire, employed all their Guns, and sunk her presently, whereby the whole Crew lost their Lives. An Argument how much they were over-awed and daunted by our Strength.

July the 2d, Admiral *Mathews* joined the Fleet off of the Islands of *Hieres* ; and after taking a near View of the Fleet in *Toulon* Harbour, which Ships were unrigged, we anchored the 5th of the same Month in *Hieres* Bay, and on the 20th following the Admiral returned again to *Villa Franca*, leaving Mr. *Lestock* with the Charge of the Fleet off *Toulon*.

At this Time the People of *Nice* were in the greatest Tribulation, for fear *Don Philip* should attempt forcing his Passage thro' that Country, having already requested the Favour of passing with his Troops of the Commandant, who, considering the Engagement of his Master, could not well be so complaisant. In order, therefore, to be the better able to oppose the Infant, the Admiral put ashore the *Minorca* Detachment under the Command of Colonel *Hooke*, amounting to about five hundred Men ; likewise assisted in lending some Cannon from the Ships to mount on Redoubts that had been raised to repulse and deter the *Spaniard*. Most Part of the Summer was spent, and during the Stay of the Soldiers on Shore we sustained no other Loss than by Desertion, many of them having been a tedious Time abroad, they

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looked upon themselves to be in a Manner banished, and despairing to get home, great Numbers were tempted to desert.

The Admiral came to the Fleet in the Beginning of September at *Hieres* ; as also did Captain *Martin* of the *Ipswich*, who, with the *Oxford*, *Panther*, *Feverham*, and three Bomb Ketches, had been at *Naples* and intimidated his *Neapolitan* Majesty into that Treaty of Neutrality which had the Approbation of the Public: Defenceless Walls, Cannon Balls, Bombs, Men's Fears, Women's Tears, the Apprehension of a Capital in Ashes, are all prevailing Arguments: There is more Rhetoric in them, and they make more Dispatch, than the wisest Policy and Address of the ablest Minister, who has no such Expedients ready at Hand to apply, but must entirely depend on his Art of Persuasion in the Oratory, and Elocution of his Tongue.

The Fleet, in perfect good Order and Health, continued to lie at *Hieres*, a wholesome Climate, the finest Centinel Box, and the best look-out House in the World, where they could hear and see every Motion of the Enemy: Here the different Cruizers daily resorted after being relieved; to Wood, Water, take Provisions on board and refit; then in their Turn, according to the Necessity of the Time, were sent out again. The Tenders also occasionally came from *Makon* with Provisions and Stores: This constant Sight, no doubt was an Heart-breaking to our Enemies, and much more to the *French*, to experience thus daily one of their own Ports, in spite of all their Power, contribute so much to our Safety and their Disappointment;

GULF of NAPLES

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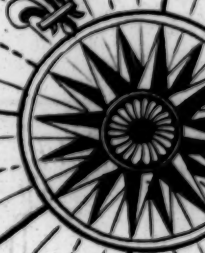
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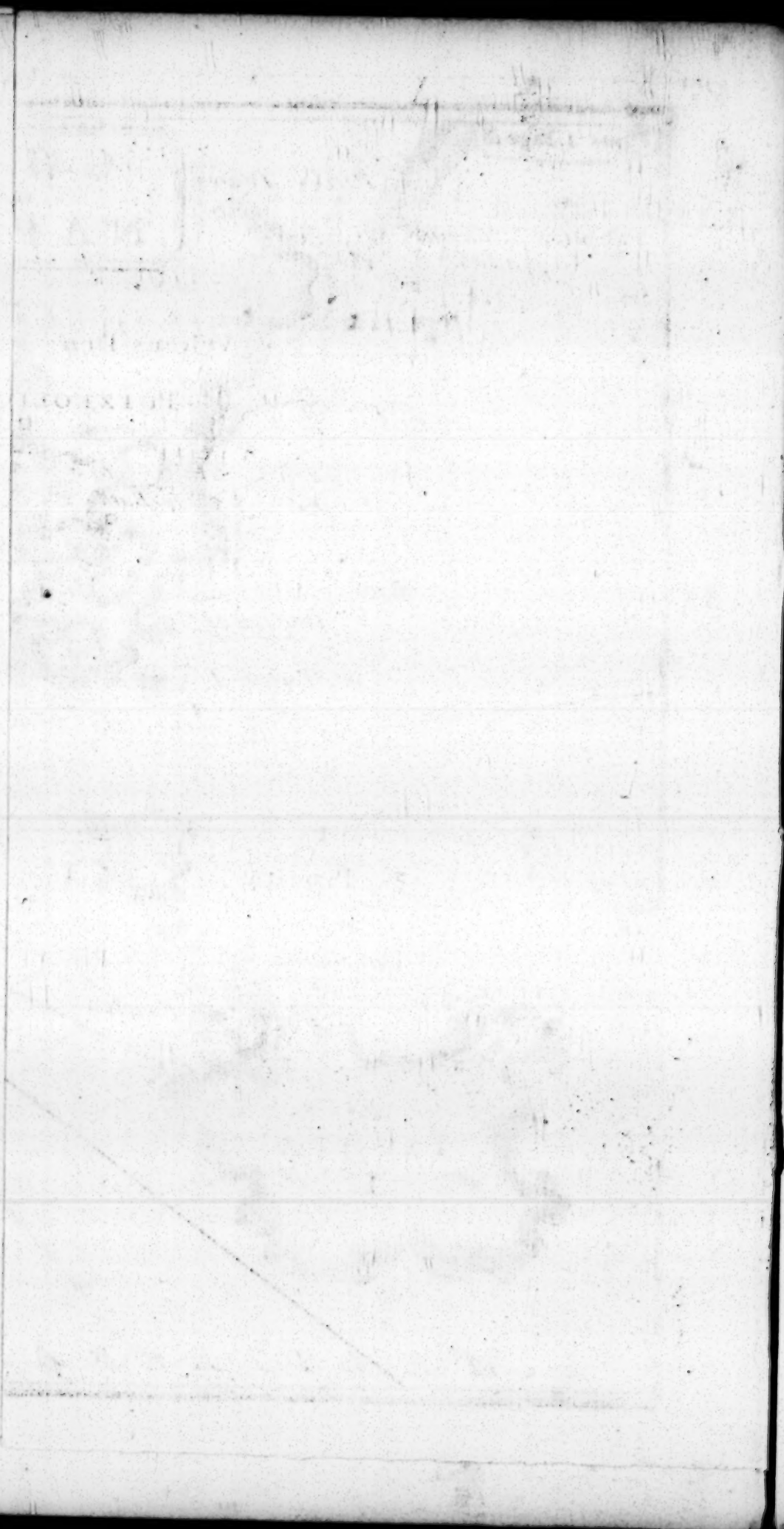
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pointment ; nevertheless, they kept up the Shew of Friendship, and frankly supply'd us with whatever we demanded, particularly in fresh Meat for the few sick People, which were chiefly on board of the cruizing Ships that had last come in from a Cruise.

1742-3—— Nothing of any Consequence happened until *February* following, when the *Ipswich*, *Revenge* and *Ann Galley* Fireship were sent to *Hiace* in *Corfica*, where, upon preparing to attack the *St. Isidore*, a *Spanish* Ship of War of sixty-four Guns (which Ship had lain there about a Twelvemonth for want of Masts, all other Stores, and Men) and sending a Message to Captain *Delage de Cuelly* to surrender the Ship, they, the Moment the Messenger put off, received a Discharge of all her Cannon, and two or three Broadfides passed : But as the *Spanish* Captain knowing his Weakness against this Force, had provided a great deal of Brush, and stowed it between Decks, intending to set Fire to the Ship rather than be taken, so soon as such a Defence had been made as he thought adequate to his Honour ; upon crying, Fire, Fire, meaning the Guns, the Carpenter, with his Crew, who were quartered by this Brush for that Purpose, took the Word of Command to be to them, and immediately set Fire to the Brush ; by which Means the *St. Isidore* was soon in a Blaze, blew up, and many Men lost their Lives, having had no Time to escape.

1743—— In *April* and *May* the *French* at *Toulon* began to call in their Men ; and it is to be hoped it will not be thought an unnecessary Digression to observe, that they are a People whose war-like

Genius and Policy will always make them provide for every Event ; for even in the most profound Peace the young Officers and Guard-Marines are perpetually employed (at *Brest*, *Toulon* and *Rockfort*) in those Exercises that are Images of War, where they are carefully instructed in all the different Ways of working a Ship, and learn the Structure of Vessels, with the different Names and Uses of all their Parts, where they are chiefly taught to obey and attain to that Dexterity, indispensibly necessary to attack and surprize a vigilant and subtle Enemy : Indeed, to do these Academies Justice, there is nothing neglected to awaken in young Persons the Love of their Duty, and to raise an Emulation in them to out-do one another : All their Thoughts are applied to those Kinds of Knowledge which help to rectify the Mind, habituate it to Attention, and to acquire Penetration and Strength of Judgment : Hence that Nation, supercilious and volatile, as it appears in our Eyes, has always a sufficient Number of regular, well-bred Officers to command in their Fleet upon any Emergency.

Tho' these Exercises were frequent in all their Sea-Ports of any Consequence, where their Officers constantly reside, and are united, converse daily together, and communicate their Improvements, Knowledge and Experience to one another ; yet, at this Juncture, they became uncommonly diligent and assiduous. Thirty Vessels were equipped at *Toulon* for their immediate Improvement ; the young Officers were daily practising in working a Ship all the various Ways in a Sea-fight ; they formed Lines of Battle in perfect good Order, separated again, extended themselves, drew up in

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two separate Bodies, prepared for Battle, advanced in close Order, attack'd, mix'd, fought and broke thro' each other's Line, till one Party proved victorious, and forced the Vanquished to retreat. In these lively Exercises their Minds are greatly improved, and Genius cultivated. *The Forward and Impatient to give Battle, the Rash and Inconsiderate, who break the Order of Battle, and are the infallible Means to cause great Disorder and Confusion,* perhaps from too eager a Pursuit of Glory ; those who are slow and backward from too great a Diffidence, and want of Foresight, are all equally blameable : They stand corrected and reproved, and these frequent Examples cannot fail rectifying their Faults by Degrees ; while they, who obey with Readiness, and execute with Judgment, Order and Discipline, are confirmed in their Duty, by receiving the Approbation and Applause of their Superior. Surely these are Exercises worthy of our Imitation, equal, if not beyond that Part of our naval Instructions, which seems to be copied from theirs, and without degrading the Officers of the Royal Navy ; they are such excellent Lessons of Instruction, that many of our Captains may learn from, and much more so the inferior Officers : But how different is our Practice, although we entirely depend on Commerce, are surrounded by the Sea ; and a Sea-force is absolutely necessary to protect our Trade, prevent an Invasion, and keep our Enemies in awe ! yet no sooner a Fleet is called home than the Officers are all dispersed over the Kingdom ; and when their Country calls upon them again, it is frequently the Case, that by long Absence from their Duty, most of them are become incapable of executing the common Duties of an Officer, much less where Understanding

derstanding and Judgment are necessary. The Cause is obvious, many of their Friends and Relations, whose Vote and Interest promoted them to be Officers, are, perhaps, *Inn-keepers, Tradesmen,* and *low vulgar People*, or warrant Officers may be Boatswains or Carpenters, who have habituated them to the meanest Company, and an abject Spirit. Idleness, which begets Discord, Enmity, Drunkenness, and all the Evils destructive of Society, joined to their low Breeding, an illiterate Education, the Impoverishment of being without Pay when in Commission six or seven Years, and many other Discouragements, which create Poverty and all its Attendants; long Time on the half Pay, the great Partiality in peaceable Times, that they are not employ'd alternately; above all, being perfectly estranged from the Knowledge of their Profession, or any Conversation whereby they can possibly retain the least Remembrance of it; all help to compleat their Ignorance and Folly; so that when they come to be commissioned again, as they possess no Abilities which can make them useful, or able to take upon them the Charge that the Seniority of their Commission intitles them to, consequently, rather than run the Risque of losing all their Subsistence, they are glad to resign to live upon the Half-pay. New Officers are made, who, for the present, know something more of the Matter, or behave better, with more Life and Spirit, because they are lately come from School, and have not yet had Time to fall into these Sinks of Idleness and Stupor: But, in the End, as they are subject to the same Concatenation of Incidents, the Train of Ignorance and Stupidity is continued; and thus the Nation is baffled, and provided from one Generation

neration to another, with Officers equally unexperienced and undisciplined.

This Evil, so pernicious to the Country in general, arises principally from the want of Academies properly regulated, and it is to be wondered at, that so considerable a Power in *Europe*, whose sole Strength and Dependence may be said to be on a Naval Force, should not take more Care in training up Officers for that Service; while every other Nation shews it an Example, tho' their Situation and Interest stand much less in Need of such a Protection.

In the late Lord *Torrington's* Time, an Introduction was made to this good and excellent Purpose. An Academy was established at *Portsmouth* in Imitation of the *French*; but with this essential difference, that our Academy was at the Expence of those who sent their Children there, and theirs at the Kings, with a proper Governor, and all other Inferiors to him; by which Regulation our Sea Officers sustain'd a considerable Loss in the Volunteers *per* Order, or King's Letters, being abolished, as they had no Opportunity of sending their Children to Sea in his Majesty's Service, and could not possibly afford the Expence of sending them to the Academy: Hence, it is notorious, that all the Quarter-Decks, the remaining Nursery for Officers, have been sinking ever since, and now fallen into Rubbish, or any thing that can be met with; and the Academy managed in this manner, has only served to spoil the Understanding, and corrupt the Heart; and as there have not been for a long Time above two or three young Gentlemen there at a time, it appears that his Majesty's Expence,

pence, particularly in a fine Building, has been thrown away; and that the Navy is on a worse Footing, in regard to a Seminary of this Kind, than before the Warrants for Volunteers were taken away.

Though this Academy had been entirely at his Majesty's Expence, and a Tax had been set a-part for so good and desirable an End, yet without a proper Superentendant, it could not have answer'd the Purpose; for Experience teaches us that a Commissioner of a Yard is by no means a proper Governor, having so much other Business which will not admit of his Attendance on it; therefore it is very astonishing that a Nation which can afford a thousand Pound a Year, to support the Governor of superannuated Seamen or Soldiers, who can be of no longer Service to their Country, cannot afford an equivalent, or a competent Salary to a Governor, able to form the Minds of Youth in all the early Advances and Improvements, solid Principles, good Morals, and just Sentiments, so essentially necessary towards making them great and good Officers in the Service of their Country, whose Safety may often depend on their Knowledge and Judgment: Besides, it is not every old Sea Officer who is capable of this Undertaking; it is a peculiar Talent to form and ripen the Genius of Youth, and to perfect their Manners and Understanding, which few Men are Masters of: It being the Duty of such a Person at first to gain the ascendent, by seasoning his Authority with agreeable Discourse, and delighting the Minds of Youth with ingenious Turns; and to steal over the Hearts of those who seem to have an Aversion to Instruction, there is oftentimes a Necessity to make use of

of their Inclinations towards Pleasure, to captivate and instruct them ; all Methods and Ways should be tryed to enlighten the Mind, and to subdue the untractable ; dry Precepts and Maxims, Disgust ; and it is necessary to disguise them under the Form of Pleasure : In short, it argues an Ignorance of human Nature, to attempt to lead it to Wisdom at once by Constraint and Severity ; and *we have a late Instance of this Observation in the young Gentleman's drawing his Sword upon the Governor, or in Defiance of Orders, which the Delicacy of the Pupil would not let him yield to.* During the Sprightliness and Heat of Youth, there is no fixing the Attention of the Mind, but by amusing it ; and thus their Passions may be led into the Love of Virtue, and every Improvement ; and Duty become a Diversion, an Entertainment and Study.

Had a *Kemphorn* or a *Lestock* been placed from the Beginning of the Academy at the Head of it, many a *Medley*, an *Anson*, a *Bing*, a *Gascoigne*, a *Barnet*, and a *Griffin*, would have been introduced into the Service : But not to tire the Reader any longer, it is time to return to the Narrative.

Fourteen *Xebecks* loaded with Ammunition, Cannon, and other warlike Stores from *Majorca*, bound to any Part of *Italy*, where they could be landed for the Use of the *Spanish* Army, having got safe to *Genoa* in the latter End of *June*, Admiral *Mathews* on board of the *Namur*, with the *Barfleur*, *Norfolk*, *Princess Caroline*, *Ipswich* and *Revenge* went there, and concluded a Treaty ; wherein it was stipulated, that the Republic, at their own Expence, should send this Cannon and Ammunition in neutral Bottoms to *Corfica*, where

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they were to be deposited during the present War in *Italy*.

In *July*, fourteen more *Xebecks* with Cannon and Ammunition escaped our Cruizers, by keeping along the Coast of *Barbary*, and arriv'd at *St. Lawrence*, near *Civita Vecchia*, where they were landed, and afterwards conveyed to *Veterbo* for the Use of the *Spanish* Army, in Spite of the Endeavours and Menaces of his Majesty's Ships the *Oxford*, *Diamond*, *Dursley*, and a Bomb-Ketch, which Ships were sent to frighten the Holy Father into a Compliance of what was demanded ; who, however, managed Matters very well, in equivocating and asserting that these Vessels were unloaded by Compulsion ; and in this manner did the Priest baffle the *English* Nation.

The *Guernsey* cruising off *Cape de Gatte*, much about this Time did a commendable Piece of Service in destroying two *Spanish* Privateers, one of which was a Ship of twenty two Guns, and one hundred and fifty Men, that run in under the Shelter of a Fort of eight Guns, and the Wind blowing very fresh right upon the Shore, it was not without great Danger that Captain *Cornish* beat her to Pieces. This Exploit struck the Privateers with an extraordinary panic, that for three Weeks or a Month after, none of them showed their Faces on that Coast, or in the *Gut*, until pressing Orders came from *Madrid* to the Governors of the different Provinces, particularly to him in the Neighbourhood of *Gibraltar*, who forced them out again ; and from the Encouragement they met with, they became as troublesome and impudent as ever.

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Since which, a Sort of Neutrality was concluded ; the Garrison at *Ceuta* being in a starving Condition, the *Spaniards* engaged themselves not to molest us in the *Gut*, provided we would, on our Part, admit their Boats to pass to and fro to *Ceuta* : The commanding Sea Officer thought it too advantageous a Proposal to be refused ; and by an Authority or Credential unknown, which not a little surprizes some Folks, agreed to a Truce, which saved our Ships a great deal of cruizing, and for some Time perfectly secured our Trade ; and now that the Garrison is well supplied again, the *Spaniards* have lately broke this Cessation.

The Merchants complain grievously of the Interruption of their Trade here, but they are generally drawn away, or blinded by the artful Insinuations of their Skippers, who never fail in the Knack to represent Misfortunes of this Kind, in the Colours necessary to shew they are owing to the Carelessness of others, rather than any Neglect of their own. Likewise the unthinking People of *Gibraltar* join with them in assuming a very great Liberty, who having little to do, have Leisure to animadvert perpetually on the Conduct of Sea-Officers, tho' their Knowledge in Sea Affairs is very superficial, yet there is not one among them who does not decide with an Air of Sufficiency and Presumption ; they talk too much, and do not hearken at all to others, and are vain enough to imagine themselves infallible : In short, nothing can escape their Censure, their Contumely and Observation, and the Judgments they form from Appearances, a Smattering in the Theory Part of an Officer, and the Prejudices they have

conceived, which dazzle their Eyes, are extremely stupid and ridiculous.

On the other Hand the Gentlemen of the Navy, who are punished with this disagreeable Station, where there is no Possibility of pleasing, have daily experienced the true Causes to proceed from an unalterable Obstinacy and Folly in the Masters of the Merchant Ships, which inconsiderate senseless Men have often been warn'd of the Danger, and earnestly requested to stay, perhaps a Day, or less, when the Orders of the Captain cruising in the *Gut*, or thereabouts, would have admitted him to have seen them safe thro', or into *Gibraltar Bay*; nevertheless they have continued their Course in Contradiction to this Caution, rashly depending on their own Strength, and have suffered for their Contumacy : In like manner the *Crawley Pink* was taken.

The Situation of the *Straits Mouth*, with the many other Advantages, which the *Spaniards* possess in the extent of Country to harbour these pilfering Vessels, who are in and out in a Moment, all along the Shore from *Cape Trafalgar* to *Gibraltar*, in Spite of all the Endeavours and Circumspection in the Power of Man, make it morally impossible for a small Number of his Majesty's Ships to prevent many of our Trade falling into the Enemy's Hands; especially as a westerly Wind, which brings our Ship's into the *Gut*, often blows so hard, that no Ship can keep that Station: But tho' an entire Success is not to be commanded here, yet it is to be confess'd that a better Disposition might be made to guard against these paltry Privateers, which would make us the more deserving of it,

it, and entitle the Sea-Officers to the like Benevolence and Returns of Gratitude, which our Merchants, on all Occasions, testified in a conspicuous Manner to Mr. *Haddock*, for the Care he always took of their Commerce.

Two Ships off *Cape Spartel*, two more, or Sloops to lie in *Tangier Bay*, with one or more in the *Gut* to look out, and convoy the Trade as the Vessels arrive, never daring to leave on any Pretence whatsoever those Stations, without a Ship or Sloop being upon each; and all Masters of Merchant Ships upon the severest Penalties which the Law can inflict, be obliged, if they miss catching a Convoy off *Spartel*, to look into *Tangier Bay*; but in Case the Wind should be easterly, to search for that Protection in St. *Jeremy's Bay*, doubtless this Method strictly adhered to, would be of greater Service, and answer the Intention much better than any other that has been hitherto practised: Besides which, there should be a prudent Officer of some Judgment, directed to lie constantly in *Gibraltar Bay*, where he could receive the best Intelligence, and give proper Orders to these Cruizers, which would be regulated in many Cases by the Wind and Weather, the daily Occurrences which happen, and the casual Attacks of the Enemy.

Tariffe, the *Bee-hive*, from whence they can easily distinguish a Sail whenever she comes within the *Capes*, where commonly may be seen Swarms of them at a Time, is a very inconsiderable Place; a small Force would soon make a Bonfire of the whole Nest, or destroy them effectually, by cannonading, if landing was not thought necessary

to lay the Village in Ashes, a much more notable Piece of Service, than any of our late boasted Feats on the Coast of *Catalonia* : It is true, that an Action of this Sort would not totally suppress these pernicious Insects, which, like Mushrooms, are continually springing up and making their Exit ; but it would bring about a long Interval from their Insult, the Privateers could not fetch Breath immediately, and if the *Guernsey* frightened them for a Month ~~in~~ the Mischief she did to them, by the same Parity of Reason, such a Destruction among them, would strike a greater Terror, discourage new Adventurers, and keep them in an incessant Fear and Awe, in Proportion to the Importance of the Injury done them : For which Reason this Enterprize is worth our Consideration, as indeed is every other where there is the least Probability of lessening their Numbers, or intimidating them from harbouring in so advantageous a Situation, whereby they are enabled to do us the Prejudice which has given an Occasion for hideous Clamours and Complaints.

The King of *Sardinia* having defeated the *Spaniards* and *French* shamefully, who did not lose less than eight Thousand Men in endeavouring to force the Passes about *Susa*, it was apprehended, that the next Attempt they made would be in the Country of *Nice* ; therefore all possible Preparations were made to repulse them, and to defend this Passage into *Italy* : New Works were raised, others were added to the old, with great Repairs made, and the *Rocheester's* lower Tier Guns, and some others were mounted to the Sea Side from Mount *Alban* ; likewise the *Barfleur* and *Norfolk* sailed from *Hieres* to *Villa Franca*, with great Part
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of the *Minorca* and *Gibraltar* Detachments serving on board of the Fleet, in order that they might be in a constant Readiness to be landed there, whenever any Necessity appeared ; which Ships continued with Admiral *Mathews*, who had been there ever since his Return from *Genoa*, while Admiral *Lestock* watched the *Spanish* and *French* Fleets in *Toulon* Harbour.

All the Prudence, Penetration, Policy or Address, which human Nature is capable of, could not have prevented the Enemy from facilitating and forwarding their Designs and Views in *Italy*, had it not been for the Advantages that the Fleet reaped from lying at *Hieres*, particularly in the Situation of that Bay, in its nearness to *Toulon* : It was impossible that the Fleet, or indeed any Force sufficient to cope with the combined Fleets, could have kept the Sea two such severe Winters, in such extraordinary hard Gales of Wind, and great Seas, which were so frequent in these Gulphs : Loss of Masts, crippling and disabling the Fleet, if not losing some of the Ships, would have been the Consequence of endeavouring it : As it was, all the Stores which his Majesty's Yard at *Mahon* could furnish, barely supply'd the Exigencies of the Cruizers that were employed. Whether this proceeded from the Violence of the Weather and Sea, or the Ships being over Masted, especially those of the new Establishment, as they did certainly suffer the most, or want of Discretion, it is not an easy Matter to determine ; but it is easy from thence to form this Judgment, that had the whole Fleet kept the Sea, and such Accidents happened equally alike to every Ship, it would have taken all the Stores in his Majesty's Yards in *England*.

land to have kept the Fleet in good Repair : Besides, the Ships must have been refitted after such long Cruizes, where many Men would have died (which Loss could by no means have been made good) since we have experienced, that the greatest Skill in Physick cannot provide Remedies against the Diseases, which ~~proceed~~ from the sudden Heats and Colds, the Inclemency of the Weather, and, above all, salt Provisions unavoidably subject Seamen to. At such Junctures then, when want of Provisions and Water, Sickness, Loss of Masts and Strefs of Weather, or any other Incidents in the Power of Wind and Sea to bring forth, forced the Fleet to go to *Mahon*, or to *Villa Franca* to repair ; or even, when we were blown off the Coast, which must have been often our Misfortune; in any of these Cases, it would have been practicable for the Enemy, with the Assistance of the *French*, to have put their favourite Schemes in Execution, and laughed at our vain, ridiculous Endeavours, in striving against these Impossibilities to hinder them.

Nothing is more obvious, than that this Bay was the principal Cause of preventing the *Spaniards* from gaining their Point, as it not only kept our Strength together, but preserved it from falling into an inferior Force to the Enemy, and the *French* Squadron : It saved also a great Expence, and many Seamen's Lives to his Majesty : It kept the Fleet in good Order, and constant Readiness for sailing ; the Officers and Seamen fattening in a fine Climate, with Indolence, and slumbering without Anxiety, enjoying all the Conveniencies and Advantages that could possibly be procured in any Harbour, excepting that of careening our Ships,
which

which was our only Trouble, as no great Number of them could be spared at a Time, in order to keep the Fleet, in general, tolerably clean, allowing for the Force of the *Toulon* Fleets, the Distance from *Mahon*, with the Conveniency and usual Dispatch made there. In this Time of Necessity we had very few clean Ships, all the three Deck Ships were extremely foul, some of them having been off the Ground three Years and an half; however, the *Marlborough* was dispatched to *Mahon*, but alarmed back again without being able to heave down; and the *Barfleur* was upon following her, had not Mr. *Lestock*, considering the Forwardness of the Enemy, and that there was already more Work to be done at *Mahon*, than the Artificers could possibly do at a Time, taken the Liberty to stop her.

This was a Misfortune, and a great Extenuation of our Power, in the Opinion of every Man, who is a Judge of the Difference of a foul, and a clean Ship.

On the contrary, from the Time that *Don Philip*, with the *French* Auxiliaries, had been ignominiously defeated by the King of *Sardinia*, the *French* and *Spaniards* at *Toulon* began to fit and equip their Ships.

In *September*, Orders came to careen the *French* one after another; soon after, an Order to clean three at a time; and afterwards they dispatched no less than five: Then the *French*, whenever they were done, removed into the outer Basin to make Room for the *Spaniards*; who likewise careen'd

all their Ships, and refitted with all possible Expedition.

While these Preparations were going on, nothing was more talk'd of, nothing so often repeated in all their News Papers, than that they should be out very early in the Spring, to sink, burn and destroy our Fleet, if we did not leave the *Mediterranean*; but as there is little Dependence on what a *Frenchman* says; however, so much our Fleet wished for their coming out, yet they had their Fears and Doubts, that all this Bustle and Noise would prove in the End as usual, to be meer *French* Boasting and Hectoring, designed to amuse the Queen of *Spain*, and to gain more Influence in the Courts of *Europe*, or perhaps a Stratagem to harrafs or keep us together, in order to prevent the necessary Cruizers going out to annoy the Enemy, and hinder Embarkations or Supplies getting to *Italy*; as also to stop any Assistance being given to his *Sardinian* Majesty, to put him in Possession of *Final*, according to the Treaty of *Worms*.

But these Apprehensions were dissipated before the latter End of *December*, when they appeared to be so much in earnest, that all their Ships were cleaned, refitted and compleated in Readiness for the Sea.

The *Spaniards* considering their great Necessities, had made an unusual Dispatch, having been obliged to make their own Cables, and a great deal of their Rigging; they were forced to unman four of their smallest Ships, which, however, did not compleat the Complements of the rest, but they

they daily expected the Number wanted from *Catalonia* : And these four Ships which were to be left behind, at all Events, would be getting ready to steal away the first unguarded Opportunity with Embarkations to *Italy*.

The *French*, notwithstanding their excellent Regulation of the Marine, and the extol'd Advantages of having Recourse, upon every Occasion, to their Register Seamen for the equipping and manning a Fleet in the Twinkling of an Eye, or in a surprising incredible Time, gave, at this Juncture, a Proof, that they were almost as slow as their Neighbours, and that the boasted Value of their great Strength in having such Numbers of Seamen at a Moment's Warning, is rated by Appearances, and not by Reality ; for it was manifest, after five or six Months trumpeting, proclaiming Pains and Penalties on the Backward and the Fugitives, with all the Power and Oppression which an arbitrary King can inflict, as well as laying an Embargo on all their Trade (which is exceedingly great in the *Mediterranean*, especially to and from *Turky*, that there may be seen near an hundred Sail at a Time coming from thence bound to *Marseilles* ; no pleasant Sight to an *Englishman* ; but what has been frequently observed since our Fleet has lain at *Hieres*) they were forced to drag into their Service Seven Thousand Men not registered ; One Thousand of which were Masters of trading Ships, and small Vessels ; and to this strait and extream Distress were they reduced, only to mann Sixteen Ships of the Line of Battle.

Our Cruizers were daily resorting to *Hieres*; the Frigates, as well as those Ships of the Line of Battle. Mr. *Mathews* himself arrived in the *Namur* the 28th of *December*, after six Months Absence from the Fleet; the latter Part of which Time he had been at *Turin*, and was saluted by all the Ships, being now Admiral of the Blue Squadron of his Majesty's Fleet, and Mr. *Lestock* Rear Admiral of the Red Squadron.

1743-4—The 3d of *January* Mr. *Lestock* hoisted the St. *George's* Flag at the Foretopmast-head on board the *Neptune*, as did also Captain *Rowley* the same Flag at the Mizentopmast-head on board of the *Barfleur*. This Gentleman was first appointed a Captain in the Year 1716, and commanded a Twenty Gun Ship for some Years on the Irish Station, where, if he had not so good an Opportunity to ripen his great Talents, and to perfect his Judgment and Experience, as in Fleets, or in the many different Expeditions the Royal Navy has since that Time been employed on, he, however, reaped the Sweets of an advantageous Station, from whence he was paid off, and continued on the Half Pay, and did not receive a Commission again till the Year 1741, when he was appointed Captain of the *Barfleur*.

Until the 12th of *January*, we could not muster up more than eighteen Ships of the Line of Battle; consequently we were under the most anxious Apprehensions, lest the confederate Fleets should hurry out of *Toulon*, and attack us; in which, were we to judge from their late Conduct and distinguished Bravery, they would have certainly obtained a compleat Victory; but they, luckily for
us,

us, let slip this Opportunity, and our Ships the *Elizabeth*, *Berwick*, *Princessa* and *Marlborough* joined the Fleet from *Mahon*. No sooner than the 3d, *February*, did the *Somerset* and *Warwick* arrive, two Ships look'd upon to be unserviceable, and represented to be almost ready to drop to Pieces, from being abroad six or seven Years, that were just then upon sailing for *England*; but on this pressing Occasion, luckily enough countermanded. And the same Day the *Dragon*, Captain *Charles Watson*, unexpectedly came to *Hieres*, which Ship had been lately employed on the several Cruizes between *Toulon* and *Gibraltar*; and, in Consequence of her Orders, was in her Tour to have cruized some Time off *Cadiz*, and then proceeded to *Lisbon*, where the Captain of her was sure of the Benefit of eight hundred Moidores Freight Money; yet the Moment he heard of the Preparations of the Enemy, and the Likelihood of their coming out to Sea, he made no Hesitation. The alluring Advantages of a Trip to *Lisbon*, the darling Wishes of the Captains in his Majesty's Fleet, with the fair Prospect of catching an immense Fortune on a Station extremely envied and sought after, did not weigh with him, when he found them incompatible with the Service of his King and Country. But from the most disinterested Motive, without Orders, he, with the utmost Expedition, join'd the Fleet at *Hieres*, whereby this Gentleman may have possibly lost that considerable Prize, which was taken by the *Solebay* to the Value of 300000*l*. For at that Time he would have been on that Station, and the *Solebay* probably, either in *Gibraltar Bay*, or protecting our Trade in the *Gut* from the *Spanish* Privateers. A Demonstration of his great Esteem of personal Poverty, when the true Interest

rest of his Country called him; such an ardent Zeal, such just and unbiaſſed Sentiments, ſo uncommon, nay without an Example in the Navy, cannot but raiſe our Admiration to the higheſt Pitch, and inſpire us with the moſt fervent Wiſhes for the Welfare and Happineſs of ſo much real Merit, which cannot be rewarded with too much Diſtinction, nor public Acknowledgments.

Captain *Graves* of the *Marlbrough*, the Senior Captain in the *Mediterranean*, who had wore a broad Pendant, during the Time he had been Abroad, and repeated Signals, as the Superior of the third Diviſion, and commanding in the third Poſt; an Officer of approved Loyalty and Capacity, whoſe firſt Commiſſion, as a Poſt Captain, bears Date *January 1712-13*, having been ever ſince employed in his Maſteſty's Service, always contenting himſelf with ſuch Voyages, or Services as his Superiors had allotted him; eſpecially on the late Expedition to *Carthagera*, when many others ſneak'd away from their Duty to his Maſteſty and the Public, and got themſelves excuſed: He, with the greateſt Alacrity, went that Voyage, and behaved himſelf with remarkable Bravery and Diſcretion; finding on his Arrival at *Hieres* Mr. *Rowley*, (a Junior Officer) Rear Admiral of the White Squadron, he immediately reſigned his Commiſſion, and went Home by *Land*, univerſally lamented by all his Officers and Ship's Company. He was not Maſter of that Docility and Submiſſion to continue ſerving under a Junior; his Spirit was not tamed enough, neither would his Senſe of Honour ſuffer him to be thus pliant: He therefore thought quitting the Navy the only Reſentment in his Power, as he could not bear the Mortification which he
always

always faithfully endeavoured not to deserve; and he apprehended the Injury done to his Seniority, Pre-eminence and long Services, entirely set him free from all Subjection, or the least Stain and Reproach for leaving the Fleet, when so fair an Opportunity was just ready to offer, to make known his further Abilities, Courage and Pretension to a Flag.

The Addition of seven such Ships gave us great Spirits; and if we were dispirited, or cast down before, we were now got into the other Extream, exulting and defying our Enemies and their Auxiliaries; a general Joy was diffused all over the Fleet, at the same Time that the *French* and *Spaniards* did not at all like the Appearance of such a Reinforcement; and tho' the Enemy had received the Complement of Men expected from *Catalonia*, yet it was now given out that they should not fail, until they had further Orders from Court: This Rumour join'd to that good Opinion we are always inclined to conceive of ourselves, and our invincible *Armadas*, with a very despicable one of our Enemy, led us to that Vanity of Conceit, that they durst not venture: So easily are we puffed up, so ready are we to burst with any kind of Prosperity.

The *French* and *Spanish* Admirals came to *Hieres*, and took a View of our Fleet; Couriers were daily dispatched to Court and arriving from thence; Councils of War, the Resource of all consummate and experienced Commanders were frequently held; in one of which, the *Spanish* Officers opposed going to Sea, until they were reinforced, when the *French* Admiral to put an End to the Debate, read his Master's Orders, which were to proceed immediately to Sea in Conjunction with the *Spanish* Squadron,

dron, and after they had begun the Action, he was directed to destroy us, or to bring our Fleet into *Toulon* Harbour.

While we were vainly boasting of our Strength, and foolishly enough echoing ashore, the Expectation we had of more Ships joining us every Day from *England*; the *French* had Recourse to their accustomed Artifice and Policy, in undervaluing and extenuating the Force of our Fleet; and with great Art and unwearied Industry, brought their poor deluded People to believe that we were very inconsiderable; only a few great Ships amongst us, all the rest Frigates, infinitely distressed for want of Men, Powder, and indeed every necessary Store, which was requisite to compleat a Ship of War: No Stone was left unturn'd, no Lie untold; however foolish and ridiculous, that could possibly serve to enliven and animate their Men. But tho' these Reports were credited by the *French* with as wonderful a Facility as the Authors of such Falshoods told them, yet neither the *Spanish* Officers, who were equally able with the *French*, if not their Superiors, nor their Men could be imposed upon in this egregious Manner; nay, even Truths well attested by many concurrent Circumstances, and so clearly discern'd by any indifferent Persons, that they would not admit of the least Doubt; if told by a *Frenchman*, a *Spaniard* was sure to refuse his Belief. Truth and Falshood, from that Quarter were alike regarded by the *Spaniard*, whose Detestation was become invincible, thro' the ill Usage and repeated Insults they had been continually receiving from the *French* Nation in general. since their Residence in *Toulon* Harbour; and by all Accounts, joined to the many
Civi-

Civilities and great Respect, which, upon every Occasion, they paid to the *English* Gentlemen they casually met with, either at *Marseilles* or *Toulon*, as well as their own Conversation, they would have rather joined us to have fought the *French*, than engaged with them against us.

The *French* had concerted many Projects, to annoy and destroy us, which were heartily ridiculed and laughed at by the *Spaniards*; among which were the Bridges that they try'd the Experiment of, and exercised with wonderful Dexterity and Success in *Toulon* Harbour, when the Water was as smooth as a Pond. These extraordinary Machines reached from the Laniards of their Shrouds upwards, and were intended to be made Use of in boarding our Ships; they were contrived to let fall in an Instant upon us, by which thousands were to enter, to swallow up our small Numbers, and thereby take our Ships in a Trice. Another subtle Invention of Destruction was a Contrivance to let drop Boxes of Combustibles from their Yard Arms, to set us on Fire; Scythes very long to cut our Rigging, and the Nettings which they had heard that we had provided to catch the Boarders in, if they should inconsiderately attempt this silly Stratagem. However excellent these Schemes and Devices seem'd to be in Speculation, it is hardly possible that they could be executed in Fleets, and on Board of Ships much higher and loftier than those from whence they were to be performed; wherefore the *Spaniards* very judiciously contemned them as illusive and insignificant; and as the Fruits and Expedients of Brains acquainted with the Theory, but altogether Strangers to Practice.

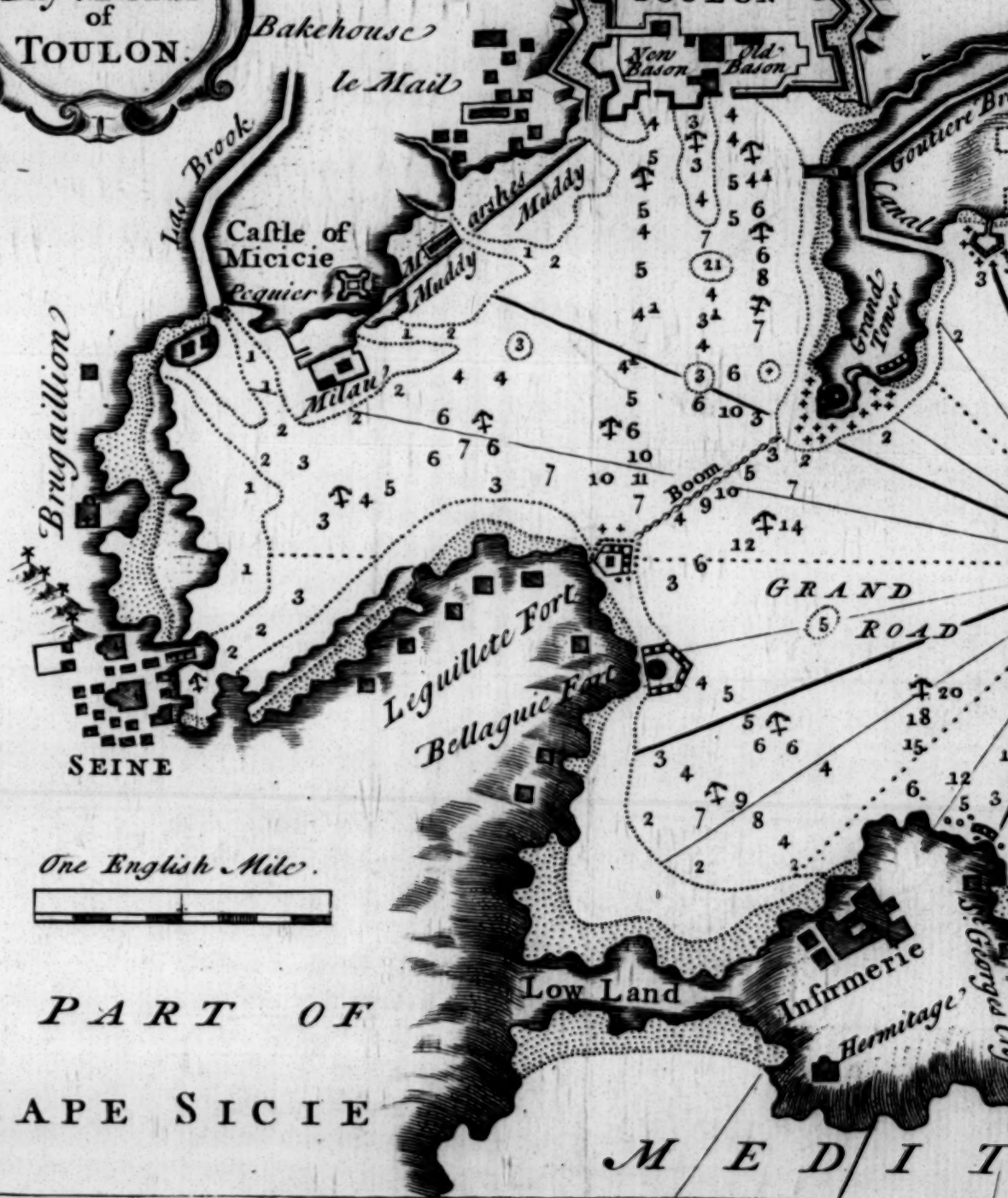
About the middle of *January* the *Winchelsea* was ordered off of *Toulon*, to observe the Motions of the combined Fleets; and notwithstanding the many hard Gales of Wind which happened between that Time and the 8th of *February*, the Day that the Enemy got under Sail, yet that Ship kept her Station in a most surprizing Manner; keeping continually in Sight of the opening of *Toulon* Harbour, in which Captain *Marsh* gave a signal Evidence of his Vigilance and good Conduct, which very justly acquired him the Applause of the whole Fleet as an able Officer, in whom might be placed the greatest Confidence and Trust, who might be entirely depended on in his indefatigable look out, and unwearied Pursuit of Intelligence.

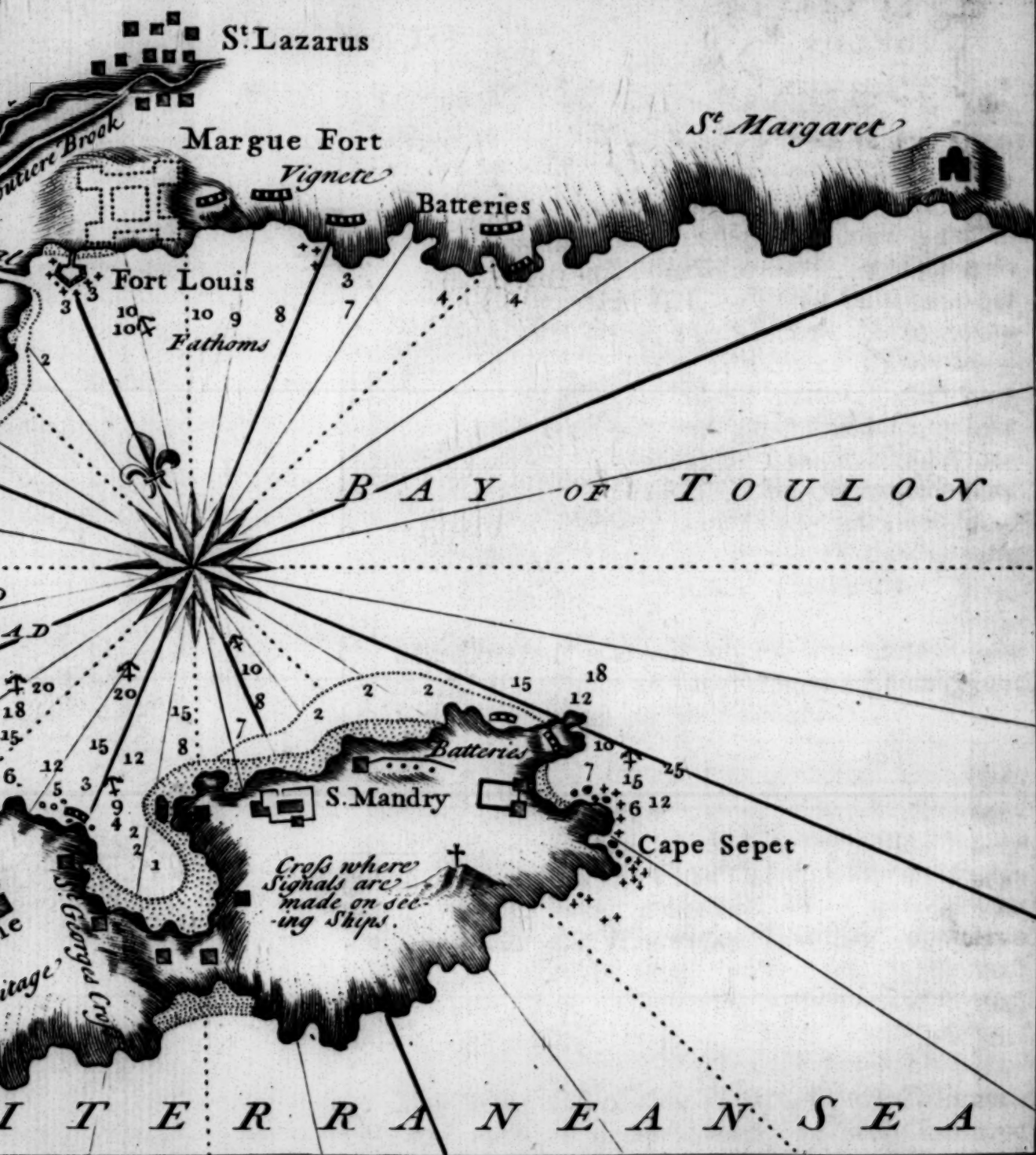
The *Diamond* was sent some Time after to join with the *Winchelsea* in observing the Enemy, but she was soon blown off her Station.

Next Day after the *Winchelsea* failed, the *Essex*, *Feverham* and *Chatbam* anchored under the Island of *Porquerole* (likewise the *Dunkirk* and *Kingston* some Days before the Fleet failed) ~~who~~ were stationed there, being about half Way between the Admiral and the *Winchelsea*; in order to observe and repeat Signals from both; and as the most convenient Intercourse for the Passage of all Orders and Intelligence.

The latter End of this Month, by the Diligence of our faithful little Cruizer, we were inform'd that the *French* Squadron had got out into the great Road at *Toulon*, but an hard Gale of Wind coming easterly, prevented the *Spanish* Ships from follow-

Bay & Roads
of
TOULON.





following until a Week after: These Truths were soon confirmed from the Shore; and still some of the Unbelieving, imagined the united Fleets would never come to Sea.

Wednesday, February 8th, at three of the Clock in the Afternoon, the *Winchelsea* came in Sight, in the western Passage of the Bay, and made the Signal that the combined Fleets were coming out to Sea; upon which the *Essex*, at an Anchor under the Island of *Porquerole*, repeated the Signal, and then the Admiral answered them. Immediately after, the public and private Signals were made to unmoor with all possible Expedition, when the Fleet unmoored, hove short, and lay so all Night; being little Wind, the *French* and *Spanish* Ships came to an Anchor under the Land near *Toulon* Harbour, and the *Oxford* and *Guernsey* got under Sail, in order to lie without the Islands to observe them.

Thursday, February the 9th, at dawn of Day, little Wind and almost Calm, we saw the *Real* the *Spanish* Admiral, with a *French* Ship of War over the low Land standing off and on. At nine of the Clock the *Essex* made the Signal that the combined Fleets were under Sail. At ten of the Clock our Fleet weighed upon a little Breeze of Wind springing up westerly; when the Admiral for the first Time, since he commanded in the *Mediterranean*, made the Signal for the Fleet to draw into a Line of Battle one Ship a-head of another; and the Vice Admiral with his Division made *Sail* a-head, but about Noon the Admiral made the Signal for the Van of the Fleet to tack, and we continued all the rest of the Day plying to windward between the Islands and the main Land in the Bay of *Hieres*, where there was

not room to form a Line. At five of the Clock the Fleet anchor'd in the Bay, the Enemy were employed this Day in forming a Line of Battle in the best Order, and by hauling their Wind, they not only seem'd to be sensible of the Advantage they already had in the Weather-gage, *but They, like able Officers of cool Heads and solid Judgments, were preparing to get into the wisest Disposition of Battle in their Power, and were unwilling to make an ill Use of the Assistance of Providence, by making too much haste to bear down upon their Enemy in Disorder and Confusion.*

Friday, February the 10th, the Fleet, at Day-break, weigh'd with the Land Breeze, and at seven of the Clock the Admiral having made the Signal for the Fleet to draw into a Line of Battle one astern of the other, with a large Wind, and for those to lead who were to lead with their Star-board Tacks aboard by a Wind, the Vice Admiral and his Division answer'd this Signal, by making Sail immediately a-head; but the little Wind, with an high western Swell, with the unaccountable Impatience and Forwardness of many of the Ships in crowding and pressing upon one another, whose unseasonable Eagerness was not to be held in, even by Order and Discipline, hinder'd the Fleet from getting out of the Bay in the Disposition of Battle, according to the Signal abroad. Instead of Obedience, the first Habit which a military Man should learn, no less than twelve or fourteen Ships of the Van and the Center, with both their Chiefs, were got into the Southern Passage where there is no anchoring; mix'd in an Heap, Heads and Sterns athwart, just upon being aboard of one another, entirely governed and conducted

ducted by the Swell, with all their Boats endeavouring to tow them clear of this imminent Danger, without, indeed, any Probability of escaping a greater Loss than any in the Power of the Enemy to inflict; a pleasant Sight to them, and an anxious Situation and Concern to us, yet beyond the Judgment and Expectation of a Man, who depends *not* on the coming of Miracles in every Exigency of Life, the Ships were extricated from these Difficulties, as it were, by the Intervention of the Deity.

We discovered the Enemy, the Body of their Fleet bearing about S. W. Distance four or five Leagues, who stood towards us, seeming to have the Wind Westerly, while what little we had was Easterly. At Noon the *Boyne* and *Chicester* joined us from *England*, and saluted the Admiral. Half an Hour after the Admiral made the Signal for the Fleet to draw into a Line of Battle, one Ship ahead of another. At two o'Clock he hoisted a Blue Flag at the Flagstaff on the Mizen Topmast-head, and fired a Gun; which Signal, by the 8th Article of the fighting Instructions, is for him that commands in the 3d Post, and the Ships of the Larboard Quarter to clap by the Wind, and to come to their Larboard Tack; but by the 9th Article of the sailing Instructions, it is for all the Ships of the Fleet to bring to with the Larboard Tack; the Admiral having brought to, the inferior Admirals repeated the Signal, and the Fleet brought to with the Larboard Tack; little or no Wind, and the Swell driving us nearer and nearer the Island of *Porquerole*. At three o'Clock the Admiral made the Signal for the Fleet to draw into a Line of Battle, one Ship abreast of another, and
with

with a little Air of Wind Easterly he stretched with his Division to the South-west-ward, the Vice Admiral with his Division to the Westward, and the Rear Admiral with his Division made all the Sail they could in order to extend the Fleet, and to form the Line of Battle. But in the Evening we were not at all regular, the Rear Admiral's Division was straggled, and a great Way astern of the Center, and the Vice Admiral's Division, neither of which, were closed, nor abreast of one another. On the contrary, the Enemy's Fleet seemed to be in an excellent Disposition, and great Order, not above the Distance of four or five Miles, to the Number of thirty-six Sail, twenty-eight of which formed their Line, sixteen *French*, and twelve *Spanish*, the other eight were Frigates and Fireships. The *French* Admiral, Monsieur de Court, with a White Flag at the Mizzen Topmast-head was in the Center; Monsieur Gabaret, with a Corner or Flag with a Swallow Tail, was in the Van; and Don Navarro, the *Spanish* Admiral, with a Flag at the Mizzen Topmast-head, on board of the *Real*, a Ship of 114 Guns, was in the Rear; with five of the *Spanish* Ships ahead of him, and the other six astern.

About half an Hour after it was dark, the Admiral put abroad four Lights in his Fore Shrouds, and fired eight Guns, which is the Night Signal for the Fleet to bring to, the windwardmost Ships to do it first, and to lie by with their Larboard Tacks aboard; the Fleet accordingly brought to, being very near the Enemy, and in Sight of them all Night. The Wind variable in the Eastern Quarter.

Saturday, February the 11th, when Day appeared, instead of being formed in any tolerable Order, or any Thing like a Line of Battle, the Ships were scattered, and extended wide of one another, rather more uneven than when we brought to at Night, which proceeded from a Line never as yet having been formed, and the Current with the Wind being variable. The combined Fleets kept in an uniform Line, and had made Sail in good Order, stretching to the Southward, the Body of their Fleet Distance from ours seven or eight Miles. In this Disposition, little Wind about, N. E. with a Swell, the Admiral made the Signal for the Fleet to make Sail; and we thereupon kept edging down upon the Enemy, the Wings endeavouring their utmost by crowding Sail to get into better Order, and keep up with the Center. At half an Hour past seven of the Clock, the Admiral made the Signal for the Rear Admiral and his Division to make more Sail. And at eight he also made the same Signal for the Vice Admiral and his Division; then he made the Signal for the Fleet to draw into a Line of Battle, one Ship abreast of another. At nine o'Clock the Admiral made the Signal for the Fleet to draw into a Line of Battle, one astern of another, with a large Wind, and the Rear Admiral to lead; and in half an Hour after he made the Signal for the Fleet to draw into a Line of Battle, one Ship ahead of another.

It cannot be foreign to the Purpose to endeavor, at the Definition of a Line of Battle, its Use and Constitution, by Way of Explanation to those of our Readers that are unacquainted with the military Discipline at Sea.

A LINE OF BATTLE is the Basis and Foundation of all Discipline in Sea Fights, and is universally practised by all Nations that are Masters of any Power at Sea ; it has had the Test of a long Experience, and stood before the Stroke of Time, pure, and unalter'd, handed down by our Predecessors as the most prudential, and best-concerted Disposition that can possibly be used at Sea.

This Order consists in a Fleet of Ships being extended in a strait Line, either ahead or abreast one Ship of another ; to keep as close together as the Weather will permit, that at all Times every Ship may be ready to sustain, relieve and succour one another : Thus the Fleet must move to attack, or receive an Enemy, in a firm Body together, as it were united and cemented, a strong Bulwark perfectly formed in this Manner, which makes all its Motions together, not only prevents Disorder and Confusion, but it is the wisest Precaution that Thought can start, and a certain Advantage which may be looked upon as the surest Token of good Success.

All other Stratagems and Devices avail not; the most exalted Valour, Superiority of Force, and the most intrepid daring Fellows, who fight otherwise with more Fire than Order, must submit to that Side where there is the most Discipline in the Uniformity and Closeness of the Line. : How impotent, then, must the greatest Fleet be, who is scattered up and down, equally incapable of supporting itself, and repulsing its Enemies ? Though Courage without Conduct, or Rashness may not always be discomfited ; and Fortune, with an
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Insolence peculiar to herself, is sometimes pleased to exert her Power against Prudence, she is, however, foil'd in the long Run, and forced to yield ; so true it is that the Strength of a Fleet consists not so much in the Number of its Ships, and the Bravery of their Crews, as in the Exactness in forming a Disposition of Battle in this Order, and the Experience of him that commands them.

It is for these Reasons that fighting in a Line of Battle at Sea is continued to be the constant Practice of every Nation ; a military Maxim by all approved, and not to be dispensed with upon any Consideration, however specious, safe and expeditious a contrary Conduct to oppose and destroy the Enemy, may appear in the Execution and Performance. Hence, by the Instructions established by his Majesty in Council, the Admiral and Commander in Chief is directed to exercise the Ships under his Command, and to draw them frequently into Lines of Battle, that, by a long Course of Practice and Obedience in this their capital Instruction, every Officer may become perfect, and acquire a thorough Knowledge, especially those who have arrived at a Command, without any other Merit, besides that of their Birth or Interest.

Sir *John Norris* and Admiral *Vernon* have been indefatigable in maintaining this naval Exercise, this indispensable Lesson, suffering no seasonable Opportunity to escape, whereby the Raw and Unexperienced might be properly educated.

It is the Duty of every Admiral commanding in Chief, before he proceeds to Sea, to give every Captain, under his Direction, his Order of Battle,
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which, by shewing the Station of each Ship, no Ship, can mistake it, together with the sailing and fighting Instructions, both which are signed by himself, and are, to all Intents and Purposes, express Orders, not on any Pretence or Motive to be violated.

These Instructions are well concerted; their principal Injunction is to enforce Obedience to the Order of Battle, when the Signal is made by the Admiral, as next under the Protection of Heaven the Success of the Fleet depends; including Signals as the most expeditious, if not the only practicable Method of directing the different Ships to keep, or endeavour their utmost to get into their proper Station; among many other Articles which intirely contribute to the Support of this Discipline and Order, it is directed, that each Ship in the Line of Battle shall keep within half a Cable's Length of one another, which is about fifty Fathom; That if his Majesty's Fleet should have the Wind of the Enemy, the Van shall steer with the Van of the Enemy's, and there to engage them; by which Means every Ship knows her Adversary, and from the foremost in the Van to the Rear, attack them successively: An admirable Article to preserve the Order and Discipline of the Fleet. The Prohibition is expressed in the strongest Sense that Words can utter, no Room for Misapprehension, or the least Plea to evade it, that none of the Ships in the Fleet shall dare to pursue any small Number of the Enemy's Ships till the main Body is disabled, or run; and that no Ship shall leave her Station upon any Pretence whatsoever. No Temptation, nor Allurement of any sudden Advantage to destroy the Enemy, no Exploit, let
it

be ever so considerable, and well-executed, can extenuate the Guilt of Disobedience, and this Breach of Discipline. Junior Officers are strictly enjoined to adhere to these Articles, they are not proper Judges, passive Obedience is their Duty; and it is the Admiral alone who holds the Power in his Hand that is the Judge; therefore, without Orders, or Signals made by him to authorize and justify a Ship's breaking the Line of Battle, it is a Subversion of all Command, bad in its Example, and dreadful in its Consequences.

Had the Fleet, agreeable to any of these Signals, been ever formed into a close regular Line of Battle, either a-head or a-breast, one Ship of another, doubtless it would have been an easy Matter to have varied them into either, according to the Wind, or the Enemy's Disposition; like a Rank of Soldiers, which after having been formed into a strait Line, standing Side by Side, can, at the Word of Command, turn about either a-head or a-breast one Man of another, wheeling with great Ease and Dexterity, either to the Right or Left; but order these Men, to the Number of twenty-eight or thirty, mixed and confused together, to go and engage an Enemy some Distance off, directing them never to stop or wait for one another, but in their Way thither to form a Rank or strait Line; this is a Thing impracticable, and aiming at an Impossibility. In like Manner our Fleet set out, and continued their Course in Disorder; and tho' it was less Difficult for the Center to form than the other two Divisions, yet it was far from being formed, and closed conformable to Discipline, and the fighting Instructions; as the Center out-failed the Wings, and did not lay by for them, or allow for

little Wind, the Swell, and a sufficient Time for so great a Number of Ships which were to compose the Line of Battle to get into Order, no Neglect can be computed to the Wings; they could not provide any Remedy, and they are not at all answerable for the Consequences.

The *Royal Oak* which joined the Fleet from *Mahon*, a Ship of seventy Guns, with two more of eighty the Day before, were no small Addition to our Strength; and in this critical Conjunction seemed to be a Prediction of our future Success; In short it was very providential, as it were leading Fortune in a String; and what made their Arrival more welcome, and the Satisfaction more general, was the Apprehension we laboured under, since the combined Fleets had put to Sea, which at last became extremely anxious and troublesome, for fear these Ships should fall in with them, in their Way to *Hieres*; which Disaster would have been the difference of six Ships to us, as the Enemy would have spared Men enough to have fought them against us.

At half an hour past ten o'Clock, the Admiral made the Signal to engage the Enemy, about the distance of five or six Miles, and kept bearing down in the same Disorder, unformed and extended, wide one Ship of another. The *French* Admiral no sooner observed this Signal, than he hoisted his Colours, as did also all the *French* and *Spanish* Ships, and crowded Sail abroad; continuing their Course to the Southward with little Wind, and a swell so high, that most of our Ships could not bear their Ports up of the lower Deck.

Beyond

Beyond all Dispute, this Officer who had disposed of his Ships like an experienced Admiral, and kept them in that order for Battle, had it at Heart, by this Motion to deprive us of the Advantage of the Wind, and to secure it to himself; whereby he might have it in his Power to make a proper Use of the Fireships, upon which both *French* and *Spanish* Squadrons had great Dependence. In attempting this he had the greatest Prospect of Success; he had experienced that his Ships in the general sail'd three Foot to our one, so great is the benefit and difference between foul and clean Ships; and as we kept advancing down on them with a Security ever dangerous, as if we had been going to a certain Victory, he was determined to profit from this Conjunction, foreseeing what would happen from our Impatience, and that it would be impossible for the Rear of our Fleet to come into the Battle: A well judged Feint to gain the Wind, and draw us unguarded and inconsiderately on, to engage at so great a Disadvantage.

Notwithstanding there was rather less Wind than more, yet the combined Fleets stole away surprisingly from us; about two Hours after the Signal for Battle was made, take the following View of the *British* Fleet.

Admiral *Mathews* on board of the *Namur*, with his Division composed the Center of the Fleet; the Ships a-head of him were the *Norfolk*, *Princessa*, *Somerset*, *Dragon*, *Bedford*, and close a-head of them were the *Kingston* and *Berwick* of the Rear Admiral's Division; Those Ships a-stern of the Admiral, were the *Marlbrough*, *Dorsetshire*, *Essex*,
Rupert

Rupert and *Royal Oak*, in all thirteen Ships, which were all a-breast of the *Spanish* Admiral, and seven of the headmost of his Ships, out of twelve that composed the Rear of their Fleet; and according to our Line of Battle, should have fallen to the Rear of our Fleet, the Vice Admiral and his Division.

Rear Admiral *Rowley*, on board of the *Barfleur*, with his Division composed the Van of the Fleet. It is necessary to take Notice here, that from the Time the Signal was made for Battle, and some Time before, unto that Time when he engaged, was not less than three Hours and a half; and tho' he went down all the Way quartering, he did not sooner get within Gun-shot of the *French* Admiral, who in great Order in the Line of Battle kept stretching to the Southward: An undoubted Testimony of our great distance off, as well as the general Disorder we were in, since the Signal for the Line of Battle, one Ship a-head of another, had been flying from half an hour past nine o'Clock, and yet this Division was necessitated all the Time to keep Sailing before the Wind: The Ships a-head of the Rear Admiral, were the *Boyne*, *Chichester*, *Nassau*, *Warwick*, and *Sterling Castle*, with the *Chatham*, a Ship of fifty Guns not in the Line; the three last Ships with the Frigate were greatly extended, and almost reached to the foremost Ships of the Van of the Enemy's Fleet; in Course left a Space for a great Number of Ships between them and the *Chichester*, while the Rear Admiral himself was near being a-breast with the *French* Admiral, and the *Princess Caroline* a-stern of him, with two Frigates of fifty Guns, the *Salisbury* and *Guernsey* at a good distance off.

It

It appears by the Signal for a Line of Battle abroad, and this View of the Fleet, that the Rear Admiral, whose straggling Division reached all the Way from the Van of the Enemies Fleet to the *Poder*, a *Spanish* Ship in the Rear; no less than the Extention of nineteen Ships, was, where the Admiral should have been, a-breast of the *French* Admiral, the center of their Fleet; consequently the Rear Admiral should have been much further ahead to have been able to attack the *French Chef d'Escadre*, the Chief in their Van; and by the same Rule the Vice Admiral should have been a-breast of the *Spanish* Admiral, the Chief of the Enemies Rear, where the Commander in Chief and the *Marlbrough* were; instead of being such a great Way a-stern, thro' the Haste and Expedition which the Center had made from him; And indeed, the little Wind, the Swell, and the great Probability of a Calm made it the more dangerous, and improper in the Time of Action, that any of his Majesty's Ships should have been that distance off.

At one o'Clock the Admiral haled down the red Flag, the Signal to engage, and hoisted the white Flag at the Foretopmast-head, the Signal to give over Chace; whereupon some of our Ships in the Van tack'd, concluding from the Weakness of their Disposition, and the Strength and Number of the Enemies Ships, that this Order abroad, was meant as a Direction to them; but the Rear Admiral their Chief continuing to bear down, they also thought proper to follow him, as warily as possible, and allowing for their Inferiority.

In this Disposition the Admiral left off chasing the *French* Squadron, and endeavouring to close with our Van; at the same Time hoisted the Signal to engage the Enemy, but kept abroad the Signal for the Line of Battle, one Ship a-head of another, and with the *Murlbrough* bore directly down upon the *Real*, with an Intention to intercept or cut off the *Spanish* Squadron. The Engagement began with equal Fury on both Sides, the Admiral and the *Marlbrough* attack'd with great Briskness, making extraordinary good Fires; and the *Real* with her Seconds defended themselves with distinguished Bravery; when the *Norfolk*, the Admiral's Second a-head of him, after having engaged the *Constant*, the *Spanish* Admiral's second a-head of him, pretty smartly for about three Quarters of an Hour, obliged her to bear away out of the Line, no doubt very much disabled; upon which the *Real* and her Seconds a-stern, notwithstanding their warm Exercise against the *Namur* and *Marlbrough*, found some spare Guns to Fire at her to call her back, but to no Purpose; for she continued to lay to Leeward of them, and never more returned to Battle.

The *Dragon* unthinkingly took a small Run after her, but the Captain reflecting on the Consequences of breaking the Line of Battle, and giving Chace without Orders, was exceedingly glad to get into his Station again. As the three headmost *Spanish* Ships continued all their Sail abroad, they escaped and closed with the *French*, after receiving and returning two or three general Discharges, *en passant*; there then, only remain'd the *Peder* a-head of the *Real*, which Ship was fired at by the *Princessa*,
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Somerset, Dragon, Bedford, Kingston, with the *Salisbury* and *Guernsey*, two Frigates of fifty Guns, who kept firing, not any thing like a Ship, being within Gun-shot, exposing themselves to the public Ridicule ; but, indeed, it did not become them to go down nearer than the Ships in the Line of Battle, who kept them in Countenance ; being mingled and intermixed together in the greatest Confusion at a great Distance off, incapable of vindicating their own Conduct, or giving any Account of it themselves, much less in the Power of a looker on, and far more in Danger of one another's Shot, which were fired away in this wild, fantastical Manner than of the Enemy's ; nay even the *Somerset* alledged, that she received many of the *Kingstons* Shot, when the *Berwick* bore down and gave the *Poder* Battle, becoming the *British* Honour, an Officer, and an *English* Seaman.

The Ships astern of the Admiral and *Marlborough* were the *Dorsetshire, Essex, Rupert*, and *Royal Oak*, who kept to windward of them, trifling away their Powder and Shot, in a Manner more idle and inexcusable : These bold, intrepid Defenders of their Country's Cause lay at a cautious Distance off, where not one of their Shot reached the Enemy, who were too wise to venture casting many away in Return to them ; The *Rupert*, heretofore the vigilant Cruizier, eager and keen to run after every unresisting Foe, an inconsiderable and defenceless Enemy, the Idol of the Merchants, the Receiver of their Munificence, and the Guardian Angel over their Properties, whose Praises had been wantonly blazoned in every News Paper, now out of Reach, and all Possibility of Danger, poured out her vain, fruitless Fires, and bore Testimony of all her former Puffs, Losses and Bragadocioes : Such, O Brit-

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tains !

tains ! are the dismal Effects of intrusting your best Garrisons under the Prowess of those, who, like fearful Women, lie distant in a perfect State of Security, waiting, with Anxiety, for the Event of Battle.

Heaven ! is it possible, that five Sail of Spanish Ships, who have never been used to conquer, should out-brave and withstand the Power of Thirteen British ? For four Ships were not yet got up, and three more were gone with the French, which were seven out of the twelve !

At two o'Clock the Rear Admiral got along side of Monsieur *de Court*, where one of the French Squadron having fired at him, the Engagement immediately ensued between the two Admirals ; then the *Princess Caroline* bore down and seconded his Admiral : But the *Boyne* and *Chichester*, agreeable to the Humour which prevailed in the British Fleet, kept to Windward, and plunged their Shot into the Sea. The *Nassau*, *Warwick* and *Sterling Castle*, the three extended Ships in the Van, kept also out of the Reach of the French, and if they were resolved not to go within Gunshot of them, at least they were more saving than the others, and did not throw away the King's Stores, Contrary to the famed *Douglas*, who, according to *Burchett's* naval History, died a Martyr to Discipline, ' leaving an Example behind him worthy of the great Name, in chusing rather to be consumed with his Ship in the Flames, which was become past Redemption, than desert her, when he had no Orders to do it.' They judiciously saw their Chief in the Heat of Battle, yet kept to Windward from it, believing it to be the only Means left them to save themselves, and prevent the French Squadron from tacking and swallowing up the Van in a Trice.

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Undoubtedly the dreadful Consequences which would have otherwise happened from keeping in the Line of Battle, and engaging the Enemy according to these Signals abroad, which are Orders that admit of no Hesitation, make this a noble Exploit, even in Opposition to the Faculty of Obedience, the Basis of the military Trade, and in preferring the Safety of his Majesty's Ships to that of their own Commissions. Tho' a keen Disciplinarian complained grievously at first of this Conduct, yet he soon changed his Opinion, and turned from the most violent Resentment to Sentiments of the strongest Approbation; highly applauding this Disobedience as the most skilful Strategem to frustrate the Designs of the Enemy, in saving the Van from unavoidable Destruction.

All this while the Admiral and *Marlborough* kept pouring in their Fires very fast, upon the *Spanish* Admiral, who, with the Second astern of him, gave Testimonies of the Knowledge and Conduct of the most consummate Commanders, in maintaining the Fight with extraordinary Fierceness and Obstinacy. The *Marlborough*, armed with the Resolution of the amiable Gentleman that commanded her, and carried away in the Pursuit of Glory, forced herself ahead between the *Namur* and the *Real*, determined to save the Admiral altogether from this Prodigy of incessant Fire: dauntless in the midst of Danger, inflamed with Eagerness to give and receive all the Fire; an uncommon Example truly noble and meritorious; what a Pity it is, that such matchless Heroism should fall a Victim?

The Admiral was not long before he clapt upon a Wind, No doubt to give the necessary Orders suitable to the present Exigencies, and the Disposition of both

Fleets, as well as having been long in the Heat of an Action, where eight of his Men were killed out-right; some of which were by the blowing up of a Chest of Musket Cartridges upon the Poop.

At three o'Clock the *Marlborough's* Main and Mizzen Masts were shot away, nevertheless, with great Firmness she continued to make very good Fires upon the Enemy, unprotected, unassisted, and destitute alone, for near two Hours together, not one Ship out of those Numbers who were her Neighbours, in the Line of Battle, coming near enough to take a small Share. Let us examine, whose Power it was in? The Answer is easy, in the Center, beyond all Contradiction. In what Manner were those Ships employed? The Reader must take a View of them. *The Namur* had been in Battle, besides she was the commanding Ship; the *Norfolk*, a head of her, had beat the *Constant*, the Spanish Admiral's Second out of the Enemy's Line, and after that lay to Windward, the *Princessa* had fired two or three Broadfides at the Spanish Ships when they passed on with the French, and likewise at the *Poder*, but now lay upon the other Tack with her Foretop Gallant-mast gone; the *Somerset*, instead of being the third Ship to the Admiral, conformable to the Line of Battle, or indeed now the Ship next to him, as the *Norfolk* and *Princessa* lay, had, by a wonderful Regard to Discipline, and an uncommon Dexterity fought herself, how, or in what Manner, is past the Comprehension of Mankind, into the Neighbourhood of the Rear Admiral, who, wanting Assistance very much, sometime afterwards, pelted some Shot at her to come down to his Succour. The *Dragon*, *Bedford*, *Kingston*, with the *Guernsey* and *Salisbury* were yet a barking at the *Poder*, while the *Berwick* was engaging her like a British Ship of War.

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The *Dorsetshire*, *Essex*, *Rupert* and *Royal Oak*, beheld the *Marlborough's* Distress with Unconcern and a perfect Tranquility, persevering in flinging away their Shot at the Enemy's Ships a-stern of the *Spanish* Admiral and his Second, which were not yet come up, or any thing like being within Gun-shot of them. Good God ! what Subterfuges, or Evasions can the Fertility of their Brains furnish them with, to extenuate, or gloss over this pretty toying away their Time until Night came, which denotes a Puerility of Mind, and a Weakness unpardonable.

The Signal for the Line of Battle was flying, and they were better Disciplinarians than the foremost Ships in the Van, who prudently forbore coming into the Line, and engaging according to the Signals abroad, from the clear Foresight they conceived, that the *French* in that Case would have been soon enabled to have doubled upon them, and destroyed all the Ships in the Division ; but here in the Center these Casuists would sooner suffer the *Marlborough* to be sacrificed than fall to Leeward of the Line ; admirable Policy ; how came it at this Time to subsist ? because their Chief in the Center was close haled upon the Wind, from whence they were directed to take their Disposition of Battle ; but let these cool, considerate Men answer the Nation why they did not observe the same Order when he was in the Heat of Action ? for, surely, there is not one among them, adventurous enough in Opposition to Demonstration, and the Conviction of the whole Fleet to advance that they were not to Windward of him all that Time.

Boats

Boats were perceived to go on board of the *Dorsetshire*, *Essex*, and *Ann Galley* Fireship from the Admiral, with such Orders, it is to be supposed as the general Instruction Book has not provided any Signals for ; an infinite Loss, as it is the perfect Soul of Battle, to be able, in every Situation, with the Cast of an Eye to correct and reform Abuses in it ; to push on the Backward, the Timid and Slow, or to recal the Rash and Inconsiderate, who often, by the Heat of a false Courage, are insensibly carried on to Confusion, are Points of the greatest Importance towards the conducting of a Fleet, and cannot be so suddenly instructed and executed, as by the Use of Signals, which, in many Cases, might be brought to animate, forbid, threaten and reproach.

Nothing is stable and permanent in this World: The *Marlborough*, who had signalized herself from the Beginning, and soon after she lost her Masts, had gathered Breath again, and alone stood the Shock of all the Battle, could not persevere thus for ever ; she now began to slacken, her Fires were neither so fierce, nor so frequent ; on the opposite side, the *Real* became quite silent, sickened, and weary, her Rigging greatly shattered, and torn to Pieces, Top-sail Yards shot down to their Slings, Main-yard down upon the Gunnel, and by her Main-top-sail hanging right up and down, her Main-stay must have been gone.

In this desperate Condition she had lain sometime, muzzled, without being able to command her any Way, with her Stern to our Line of Battle.

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At half an Hour past Four o'Clock, the *Ann Galley* Fireship made all the sail she could crowd, and steer'd directly for the *Real*, who lay thus defenceless and disabled. Here Imagination startles at the Boldness of this Enterprize, and is seized and transported at the Manner in which it was to be accomplished: The immediate Dissolution of 1350 Souls, though Enemies, by this sudden Incendiary, makes a rational Creature feel a generous Pity and Humanity, and turn from the most violent Fury to Sentiments of Compassion.

But these extraordinary Commissions of Destruction are not so easily executed; the Fireship was neither covered nor conducted; a Design of that dangerous Kind cannot be too well guarded with every necessary Precaution, else it is in vain to expect Success. Two or three Ships a-stern of the *Real*, who were come up nearer and nearer, and were crowding upon this dreadful Occasion with a small Air of Wind, kept firing at the *Ann Galley*, though at a Distance, where none of their Shot could reach her; she past daringly on until about five o'Clock, when she came within Pistol-shot of the *Real*, and then blew up without doing Execution. Although the *Real's* Distress was such that she herself could not bring many Guns to bear on her, yet she kept an incessant Volley of small Arms firing at her, which induced the Captain to order the Lieutenant, Mate, Gunner with two Hands more to leave the Deck, while he himself stood it with a Match in his Hand; and the Boatswain, with the Remainder of the Crew, in all eleven Men, were in the Yawl along side (the Barge having not yet returned from carrying the Rest of the Complement on board of some of the Ships) ready

to receive the Captain, and the others, who steer'd the Ship below, the Moment their important Errand was finished.

The *Spanish* Admiral, after a noble Defence, and giving the most signal Proofs of an invincible Bravery, superior to all Dangers and Difficulties, now unshaken and immoveable, in the Consternation his Ship must be in, from the Expectation of being swallowed every Moment up in the Flames, neglected no Expedient in the Power of Man, to overcome the impending Ruin. It was all he could do to bring six or seven Guns of his lower Tier to bear, and aimed them, when she was within Pistol-shot, so sure, that every one of them took Place ; besides two Guns that were fired afterwards ; so that, by this Account, in which the Men that were saved, all agree, she must have sunk before she could have burnt the *Real*, had she not blown up ; for they alledge, that the Moment before she was sinking by the Head. This is not all, a Launch full of Men was sent to take her, which otherwise must have happened ; consequently, if she could have been kept above Water the Enemy would have made her fit the *Marlborough*. In that imminent Danger, where the *Real* kept pouring in small Shot, firing these great Guns, and the Launch almost on board of the Fireship, the Captain unaided, his Officers all drunk, without any other Reliance than upon his impotent self, and the Support of his own personal Courage, kept firing Blunderbusses at the Launch, and, at last, was reduced to the fatal Necessity of venturing to fire the Guns in the Waste ; by which Means, with the many Matches unwarily placed, Hatches unladen, Skuttles open, Funnels uncapt, running down unprepared, and primed with a great deal of loose Powder, through the Sottishness and

and Stupefaction of the Lieutenant, the other Officers in the same Condition, plunged in inextricable Distress and Despair, no room for the least Glimpse of Hope; every Ship (excepting the *Marlborough*) and every Friend far off, the setting the Fireship so soon on Fire is accounted for.

The People that were in the Yaul, affirm that she did not receive any Hurt from the other Ships who fired at her, for they saw every Shot fall short of them; that she seem'd to sink down by the Head, and blow up by the Stern, with the Captain, Lieutenant, Mate Gunner, and two Quarter-Masters; one of the last was taken up alive, and lived a shocking Spectacle about a Fortnight: There was only a Boy killed in the Boat by the Explosion; after which the Launch endeavoured to take the Yaul, but their own Barge returning very opportunely, took her in Tow, and delivered her from that Danger.

Had any Ship gone down with the *Ann Galley*, considering the helpless Situation of the *Real*, she could have run no manner of Risque, but have been more than a Match for her, by raking her fore and aft, while the *Real* could not bring any great Number of Guns to bear, and in that Case the Fireship would have been protected; not had the Task she underwent, and could not have miscarried; and really without such effectual Measures agreeable to Practice, and the Conception of this Duty in all its Consequences, Attempts of this dangerous Kind, are not feasible but desperate, *building Castles in the Air*, and defeated with less Difficulty than can be imagined. The deceased Captain *Mackay*, who fell thus a Sacrifice, was

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generally beloved; he arrived to this ill-fated Command, by a long Course of Obedience, Diligence, and a thorough Knowledge of his Duty, which was his whole Study, the Instruction and Example he gave to others; yet it has been asserted, that at this Time he was extremely backward and slow in priming his Ship, which should have been done before, in Readiness at the first Moment's Warning; and had he gone sooner down, the Enterprize could not have fail'd. Inhuman, to endeavour to blast the Memory of a Man who has so bravely lost his Life in his Majesty's Service; one who gave such Proofs that he neither feared the Enemy nor Death; and that in the Instance of keeping the Deck himself, while he ordered every Body else below, puts it beyond all Doubt, there was no Labour nor Danger in War, that he would not have exposed himself to, in Duty to his King and Country.

Inconsiderate Men! he had no Orders to prime; consequently could not be ready at the Time he was order'd down; for those who are Judges will readily allow, that a Fireship cannot be primed in less Time than an Hour and a Half, and to be directed upon Service before he had Authority to get ready for it, is enough to confound a Man: Hurry to dispatch, fear of displeasing, Concern to feel what he never had felt in all his Service, Reproofs and Menaces, Eagerness and Precipitation to execute, all help, upon such an Occasion, to excite a Gust of Passions, with which the Conflict must be violent, and the Success uncertain. He, poor Man, was forced to go down priming all the Way thither, and it is evident he had not the least Assistance; for so severe was his Necessity, that he was obliged

obliged to send his own Boat away with his People, which did not return before the unhappy Blast.

To destroy Calumny, or to expose the empty Speeches of Vanity and Ambition, who catch at the least Pretence to blacken others in their own Vindication, is due to Merit under Persecution, and the more that this Merit has bid us an eternal adieu; and it is to be hoped that a Justice of this Sort will not be thought any Interruption to our Relation. It often happens that Men, when they commit Faults in an exalted Station, when they suffer themselves, by their Negligence, to be surprized by an Enemy, or their Measures are frustrated and disconcerted, the Credit, Cabals of their Friends, their Swarms of Creatures cover all; the Losses they occasion are connived at and disguised, or thrown upon subaltern Officers: The Truth never pierces the Cloud, form'd by the Authority of the Great, and the Flattery of their Slaves.

This was a narrow Escape, an happy Deliverance to the *Real*; her Boats were seen to take Men up all round her, whose Hearts and Resolutions having fail'd them, in the most terrible Apprehensions that Men can labour under; had abandoned their Ship by throwing themselves overboard.

The *Rear Admiral*, and his Second, the *Princess Caroline*, had been engaged very warmly above an Hour; That nothing might be left undone, no Skill nor Dexterity unexecuted for the Destruction of the Enemy, the *Barfleur* very politically cut away her Lee-Anchors. The *Boyne* and *Chichester* neither hurt the Enemy nor received any them-

felves; the other Ships in the Van, as has been observed, seeing into Consequences, prudently kept their Wind.

The *French* Admiral, whose Ships only a few of them fired, being unwilling, in these Circumstances, to expend Ammunition unnecessarily, descrying Don *Navarro* to be in imminent Danger; the Center and Rear of our Fleet at the distance he was off, appeared to be pretty well closed together; he could only tell seven of our Ships in the Van, where he had himself nineteen, including the three *Spanish* Ships, but could not make a proper Use of them, as we kept to Windward. The remaining twenty-one of our Fleet of the Line, with the fifty Gun Ships, he apprehended were perfecting the Destruction of the *Spanish* Squadron; heretofore the *English* were not accustomed to trifle away their Time in making ineffectual distant Fires; a terrible Fire and Smoke, a continual roaring of Cannon, with all the Indications of a direful Defeat, presented themselves to his Mind; he therefore made sail, and tacked with his whole Fleet in the finest Disposition and Order, doubling upon our Rear Admiral, who, with the greatest Precipitation, got upon the other tack, making Signals for his Division to follow him; some of which tack'd, others wore, just as the little Wind and the Swell, still predominant would let them.

In this State, the *French* Squadron had it in their Power, by their great Superiority, to overthrow our Van; but they ranged within Pistol Shot of four or five of them, where they could have raked them fore and aft, and did not Fire
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one Shot. The Redemption of their Rear in the desperate Situation they seem'd to be then in, was the important Cause in View, and any Interruption to that, let the Bait be ever so alluring, was not to be regarded, or put in Competition with it: To subdue our Van, while their Rear was vanquished, could be no Incitement to an eminent Officer, truly sensible of the thorough Distress of his Master's Friends and Allies combined in one Fleet together; whereas the rescuing them would not only acquire him Glory, but, by attacking us in the Disorder we were in, would likewise give him great Advantages over us. In short, the Certainty of disengaging the *Spanish* Admiral, with the Prospect of striking a general pannic, confounding, dismaying, or increasing our Confusion in the perplexed Manner our Van and Center would be mixed, were Presages of a Victory, and Points of more Moment than to be outweighed by the other Consideration. In this Confusion where there was neither Discipline nor Command, the Fireship's Miscarriage, our Van running to join our Center on the opposite Tack to the Line of Battle; the *French* doubling upon them, and coming in great Order; the Rear of our Fleet not yet closed with the Center, the *Dunkirk* and *Cambridge* of that Division following the Example of their Neighbours a-head of them in throwing away their Shot; the Vice Admiral having try'd to reach the sternmost Ship of the *Spanish* Squadron, but could not, and that Ship wisely kept upon the sheer from him, made sail, and went better under her Topsails than he could do with all his Sail set; as did every one of these Ships keep edging away from our Rear, and crouded up to the Relief of their Admiral, like Officers of Judgment and Men of Resolution, who
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knew what to do ; whose Minds were fixed upon what was their immediate Duty. In this universal Terror, where every Body being possessed by Fears, had renounced the Duties of their Office, or entirely ignorant of it ; in a perfect Maze, incapable of Direction, but as it were, receiving Orders from their Apprehensions, we were no longer the intrepid *Britons*, Masters of the Sea that we used to be ; the Courage and Wisdom of our Fleet seem'd to be gone over to the Enemy. The Admiral hawled down the Signal to engage the Enemy, likewise the Signal for the Line of Battle one Ship a-head of another, and made the Signal to give over Chace. At half an Hour past five o'Clock, the Admiral made the Signal again for the Fleet to draw into a Line of Battle one Ship a-head of another ; and hawled down the Signal to give over Chace : At that Time it was beginning to be duskish, very little Wind with the Swell still up, and the Ships had hardly steerage-Way, or could be commanded ; unquestionably then the Signal was made in order to collect the Fleet out of the Confusion they were in, into a proper Disposition of Battle, in Defence of any Attack from the *French*, who were now almost at Hand to Windward, but bearing down to deliver the *Spanish* Squadron. The Admiral in wearing his Ship to stand the other Way to form the Line of Battle, neared the Enemy, as he did not think proper to tack ; which in that Case would have looked like flying, and been an Indignity to his Flag. The Ships in the Rear, almost dark kept firing, the Admiral fired also ; the *Marlborough* by this Time had got somewhat out of the Way ; the *Dorsetshire* ventured a little nearer without injuring herself much, or annoying the Enemy. The *Essex*,
Rupert,

Rupert, Royal Oak, join'd with the *Dunkirk* and *Cambridge*, made excellent Fires at a Distance, with equal Intrepidity and Safety, as if they had been scowring all along the Coast of *Catalonia*, and firing at Fishing and Market-Boats. Night, continual Flashes, and violent Reports of Guns, made it appear very horrible, but in the Consequences altogether insignificant, only the Expence of so much more Ammunition, which convinced the Enemy we had enough of it to spare, without one Man being killed that we have heard of.

The *Poder* of sixty-four Guns, and six hundred Men, after a stout and vigorous Resistance, whereby she lost her Main-mast and Foretop-mast struck to the *Berwick*; several Officers boarded her, claiming the Honour that they had not merited; but the Captain pointed the Ship out to whom he had submitted, and when he found her to be the *Berwick*, he delivered his Sword to her Lieutenant, protesting to him at the same Time, that he had held the others in the greatest Contempt, and had not she come down, his Honour would have never suffered him to strike the *Spanish* Colours to them. The *French* approaching very near, the *Berwick* had not more Time than to take out the Captain with some of the other Officers, and precipitately left behind, her Fourth Lieutenant and about twenty Men. This firing in the Night soon ceased, and well it was, that want of Light separated both Fleets.

If a Fleet or an Army sets out in Disorder, goes on in Disorder, begins an Attack in Disorder, divided and incapable of succouring one another, a small Opposition will increase it, or make it general and baffle every Attempt.

Attempt. To fall into Danger for want of Foresight is of worse Consequences than losing an Advantage thro' Diffidence; and both these Faults, tho' of a contrary Nature, spring from the same Root, which is want of Judgment and Experience. It is in vain that a Leader in Disorder and Confusion, shews an Example and fights himself; his Endeavours to animate, his Reproaches, Threats and Orders, while it continues, no Body can observe, regard, or understand. Courage alone is not sufficient to supply all the Duties of an Admiral or General; whoever depends on that merely, will find himself for ever foil'd; neither is it good to despise an Enemy overmuch, for the ill Consequences of that are numberless in History and daily Practice. In Order and Discipline lye the whole Study of the military Art; these begun, continued, and ended, will apply and execute few Expedients insuccessfully, and accomplish great Designs becoming the Honour of the Nation, but without them Courage and Strength avail little; instead of being able to cope with an Equal, or to attack and destroy a diminutive Enemy, they will be soon reduced to such a Condition, as to be able neither to serve their Country nor defend themselves.

The whole Amount of this Fight is, that the Center consisting of 11 Ships with the *Berwick* and *Kingston*, besides two fifty Gun Ships, were able to destroy the whole *Spanish* Squadron, much more so, as three of those Ships went with the *French*, and four of the sternmost did not get up to close with their Admiral before it was duskish, long after the *Fireship's* Misfortune; so that the whole Afternoon, there were only five, out of which the *Constant* was beat away in less than an Hour; what then thirteen Ships could be doing from half an Hour past one
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of the Clock till past five, no less than four Hours, and these Ships not taken, burnt and destroyed, is the Question which behoves them to answer: But here we declare lies the Neglect; for if the honourable Admiral had not thought himself powerful enough with such a Force, he would have had the Prudence and Patience to have forbore engaging, until the Rear of our Fleet had come up, and been ready at Hand to succour and support the Center.

It does not appear that any of the Center engaged within a point-blank Mark, excepting the *Namur*, *Marlborough*, *Norfolk* and *Berwick*; tis true they fired as many Shot as the others; but where, and how, what Damage did they do the Enemy, or receive themselves? And there is not one among them can say, they had it not in their Power to attack; they were to windward, and up with them from the beginning, only wanting to bear away to a proper Distance; and there was the Fireship to strike a panic withal: In that Case, all other Assistance was superfluous, for there were more Ships already than could come to engage so small a Number; and if the sternmost at Night escap'd our Rear by outfailing them, still after four Hours to dispatch Business in, there were with the *Dunkirk* and *Cambridge* then far enough a-head, after the Signal was made to give over Chace, fifteen Sail to nine, even including the whole; the *Poder* who had struck, the *Real* altogether disabled, and the *Constant* beat out of their Line.

If the Apprehensions of breaking the Line of Battle was the Motive which hindered the Center from going near enough to attack the Enemy,

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tho' a Line was never formed, yet it is certain that the Signal was kept abroad, while the Van was left exposed to nineteen Ships of the Enemy, not so much as directed to keep their Wind from that Superiority, at the same Time that the Center fell upon their Rear, the *Spanish* Squadron and our Rear with very little Wind was a great distance off a-stern, surely the Signal had been better haled down; for in that Case it seemed to serve no other Purpose than as a Bugbear to intimidate our Ships from going within Gunshot of the Enemy; and as to Discipline in the order of a Line of Battle, all that was forgone when the Center bore away and attacked the Rear of the Enemy.

The Method at Sea of giving Orders, which require an instant Execution, or amending any Disorder, more especially in the Heat of Battle, that may discompose Measures the most considerate and wise, is by Signals, which are thrown abroad in a Moment: Our Signal Book at present, has been found by constant Practice in many necessary Points to be defective and insufficient. No Performance can ever come so near to Perfection; but by length of Time it is discover'd, that it would admit of some Addition, which might strengthen, give a Lustre, or supply new Matter to obviate the Omissions, which the Depravity of human Nature subjects Mankind to. Men in the highest Stations at Sea, will not deny but what our sailing and fighting Instructions might be amended, and many added to them, which by every Day's Experience are found to be absolutely necessary. Tho' this Truth is universally acknowledged, and the Necessity of the Royal Navy very urgent, yet since the Institution of these Signals, nothing has been added

ded to them, excepting the chasing Signals, excellent in their Kind, by the Right Honorable Sir J— N—; Not but that every Admiral has Authority to make any Additions, or give such Signals to the Captains under his Command as he shall judge proper, which are only expeditional. Upon many Emergencies, our Signals at this Juncture proved to be very barren; there was no such Signal in the Book, expressing an Order, when the Admiral would have the Ships to come to a closer Engagement than when they begun; after what has been observed, it is unnecessary now to repeat the great Necessity and Occasion there were for it, as Boats in many Cases, besides their Delay and Hindrance could not always perform that Duty.

Mr. V—, that provident great Admiral, who never suffered any useful Precaution to escape him, concerted some Signals for so good a Purpose, wisely foreseeing their Use and Necessity, giving them to the Captains of the Squadron under his Command. And lest his Vigilance should be sometime or other surprized by an Enemy, or the Exigency of his Master's Service should require him to attack, or repulse in the Night. He appointed Signals for the Line of Battle, engaging, chasing, leaving off Chace, with many others altogether new, excellent and serviceable, which shew his Judgment, Abilities, and Zeal. The Author takes the Liberty to print them for the Improvement of his Brethren, who, if they take the Pains to peruse them, will receive Benefit and Instruction.

There was little Wind all Night, variable, and sometimes calm; the Fleet stood in shore, leaving the *Marlborough* under the Care of the *Salisbury* and *Feverham*, not without general Fear, that she would

be burnt, sunk or taken; but in the Morning we had the Pleasure to see her safe, to the great Joy and Satisfaction of the whole Fleet, and her own Ship's Company, who had laboured under the most terrible Apprehensions all Night.

Sunday, February the 12th, the Namur's Masts having received some Damage, at Day-light the Admiral's Flag appeared to have been hoisted on board of the *Russel*; saw the Enemy in the *S.W.* Quarter Distance four or five Leagues, and the *Somerset* having been wandering in the Night, something like her *Knight Errant* of Yesterday, fell in with one of the *Spanish* Squadron in the Morning, and exchanged some Shot with her, without losing more than two Men in both Battles of Yesterday and to Day. Little Wind about N. E. the Fleet bearing down upon the Enemy, and soon met the *Somerset* in their Way. At nine o'Clock the Vice Admiral made the Signal for his Squadron to give Chace to the *S.W.* and croud-ed sail a-head. At eleven o'Clock the Admiral made the Signal for the Fleet to draw into a Line of Battle one Ship a-breast of another. All this Day kept forming into a Line according to the Signal, and going down upon the Enemy, who was going before the Wind. About five o'Clock we got into perfect Order and Disposition, fit to give and receive Battle, seeming determined to make a good and proper Use of our Strength, and the Assistance from our setting out, which Heaven had continued to us; that Power, Success and Prosperity of a Fleet or an Army, which depends entirely upon the Wisdom of good Discipline, and the Conduct of the Leader, particularly in the steady Execution of its Rules, and his own strict Observance of them, now cheer'd the Heart, and strengthen'd the Hands of every Individual; every
Man

Man saying to himself, never to commit a Fault is above the Force of human Nature ; but to learn, and improve by the Faults we have committed, is that which becomes a good and prudent Man : Experience enlightens the Mind, rectifies our Faults by Degrees, tames Violence and Impetuosity, and we are often compell'd to conform by Danger and Necessity ; there was no resisting the Impulse of Yesterday's Lesson, which taught us to give ourselves wholly up to the Method and Practice of our Forefathers in attacking and keeping in that Order of Battle, with which our Superiority could not fail to bring on the Destruction of the Enemy. *Charles XII.* at last taught the *Czar of Muscovy* how to beat him.

The confederate Fleets saw our Strength as it were united and cemented in its proper Efficacy to be invincible ; they trembled and were confounded, the exact Practice of Order and military Discipline had forsaken them, they were dismayed, and did not seem to know what it was : The Irregularity and Confusion of the *British* Fleet had overtaken them ; we had espoused their Maxims, while they, in the Panic of their Hearts, had degenerated into ours, with this material Difference, they were sensible of their own Weakness, instead of running headlong to attack, or waiting for our coming down, they kept away from us, fluctuating and dividing in all their Motions, like Men whose Minds are filled with Fears, and cannot come to any Resolution. The *Spanish* Squadron was a-head and to Leeward of the *French*, four of their Ships were disabled, among which was the *Real*, their Admiral, whose Flag was still flying without a Topmast on End, or a Yard a-cross, in Tow of a large Ship, supposed to be the *Isabella*.

At

At half an Hour past five o'Clock the Fleet brought to with the starboard Tack on board, a fine Evening, little Wind in the N. E. Quarter, the Enemy bearing S. W. B. W. fix Miles. In our Course this Afternoon the Enemy having deserted the *Poder*, the *Spanish* Ship that had struck Yesterday, but in the Evening had been retaken by the Appearance of the *French* Fleet, the *Effex* was sent to burn her, whose People found her already on Fire, and kindled a better; she burnt about an Hour, and at nine o'Clock at Night blew up in sight of both Fleets, each imagining the Exploit to be their own handy Work. In the Morning the *Marlborough* had been sent to *Mabon* under the Protection of the *Oxford*; and in the Evening the *Burford* arrived from *England* and fell into her Station in the Line of Battle, which Ship having been at *Hieres* in search of the Fleet, observing Yesterday a great Smoak ascend in the *Offing*, concluded from thence that both Fleets must be engaged, and got under sail immediately, leaving her Boat behind, which had been sent on shore for Intelligence.

Our Advantages were conspicuous and many, even admitting that the Day before, the Force of both Fleets had been equal. We had only lost the Use of the *Marlborough*, in lieu of which the *Burford* very opportunely came, inferior no more than twenty Guns, all the other Ships were as able as ever to engage the Enemy. On their side, the *Poder* had been burnt, with the four Ships which we had observed to be disabled and incapable of making any Defence, much less of giving Battle, especially the *Real*, their capital Ship, and, indeed, that of the World, who had been so well prepared and fortified in the most extraordinary surprising Manner, that they had the greatest
Depen-

Dependence on her ; Officers and Seamen, all of them, on this prodigious Bulwark had grounded their Hopes of Victory ; such a melancholy Prospect could not but dishearten ; such a Change could not fail to throw the most daring into a Consternation ; however, we put off our Joy till next Day ; we, with great Circumspection, stopt running nearer to a certain Victory, and keeping in sight of them, tho' to Windward in one of the finest Moon-light Nights that ever was seen ; we thought ourselves sure of the Purchase so soon as Day-light appeared ; and that then we should attain to the Height of all our Wishes. It seem'd to be impossible for their crippled Ships to escape, and from all Circumstances our Conquest was secure and easy to be compleated : *But junior Officers are not Judges, they cannot distinguish what is necessary to bring a great Design to an happy Issue ; their Study is to obey, and it is not all incumbent on them, either to provide, and judge well of the present, or to have a clear Foresight of Things to come ; Advantages lost through Diffidence or Rashness do not concern them ; they are not accountable—Passive Obedience is their only and ultimate Duty, every other is submitted to the Superior alone.*

In this Excess of a sure Victory, we were lulled fast asleep laying to, while the Enemy wisely took the Advantage, to free themselves from the Danger of being obliged to renew a Fight, where they could not but expect to be defeated, in making Use of the Night to retire with all the Precipitation that their Condition would permit ; what else could they do ? They had engaged us, according to their peremptory Orders, whether superior or inferior ; and it is certain, that their Conduct all-along from our first Meeting, to the Time that they did, shewed it to be their real Design ; but now finding the Superiority to be

so great, the most prudent Course they could possibly take was to make the utmost Expedition out of our Sight to save their Fleet.

Monday, February the 13th, the Wind Northerly, at half an Hour past two o'Clock in the Morning, the Admiral fired *Ten Guns*, which is the Signal to make sail; a sufficient Alarm to the Enemy if within hearing; and the Fleet continued their Course to the Westward with a fresh Gale of Wind. At Day-break we could discern nothing of the Enemy, they had made the best Use of their Time. But soon after, the Vice Admiral made the Signal for seeing above twenty Sail of them bearing W. S. W. of us. At seven o'Clock, the Admiral hoisted a Flag striped red and white on the Flagstaff at the Foretopmast-head, and fired a Gun, which Signal, by the 13th Article of the fighting Instructions, is for the Vice Admiral and his Division to draw into a Line of Battle a-head of one another; but by the 14th Article of the sailing Instructions, it is for the Vice Admiral to send Ships to chase; whereupon the Vice Admiral repeated the same Signal, and with his Division in the Line of Battle one Ship a-head of another, gave Chase a-head. At eight o'Clock, the Admiral made the Signal for the Ships to Windward to bear down into his Wake: And at nine o'Clock he made the *unfortunate Signal* to give over Chase, which the Vice Admiral answered by shortening sail; and the Enemy soon after got out of sight with all their lame Ships. At ten o'Clock the Wind came to the Eastward, a good Wind to give Chase, without straining our Masts; but tho' it continued so, the Fleet lay by all that Day, and next Night.

On

On *Tuesday* the 15th, made *Cape St. Sebastian*, then bore away for *Minorca*, and saw the Island the 17th, when the *Sutherland* Hospital Ship was dispatched into *Mabon* Harbour with the wounded Men.

In this Month we bore away twice more to *Minorca*, which, if we had not been so unlucky as to do, we should have got to *Hieres*, where it was judged we were bound, and thereby escaped an hard Gale of Wind, in which most of the Ships were greatly disabled, by losing their Masts, falling on board of one another, in the Misapprehension of Signals, as well as some of them very near ashore in the Night in a Storm of Wind upon the Island of *Minorca*. From these Disasters, the Fleet was obliged to go into the Harbour to refit, from whence the Ships did not put to Sea again till the latter End of *March*; before which Time the Vice Admiral was suspended and sent home to the great Surprise and Astonishment of every Man in the Fleet. Rear Admiral Rowley, now commanding in the second Post, hoisted his Flag on board of the *Neptune*; on whom it is said, the Command in the Mediterranean will devolve, as a consummate Commander, of great Abilities, and perfect Experience.

Passion and Fury have often a greater Sway than *Reason and Justice*. The Shame of being disconcerted, is what Men would willingly hide from themselves, and bury in Oblivion. The Prospect of a certain Disgrace few Men can endure; it often carries them into all manner of Crimes and Excesses to efface their own Ignominy. Pride, Ambition and Vanity, are ever dangerous and incapable of hearkening to Councils of Moderation; they are soon intoxicated with Greatness, and give free Reins to the Hatred

they have always nourished. There are Harpies enough about them eternally fomenting Divisions, who catch at all Opportunities to raise new Disturbances, and fill their Ears with rash random Words, let slip in Heat, and lost in Air. Those, indeed, who prostitute their Conscience to feed their Insolence, and support their Tyranny, will be always receiving Marks of their Favour and Friendship; the Price of their Slavery and abject Minds, while Honour and Honesty are oppressed and condemned thro' Malice and Weakness: Implacable Enemies, giving Vent to Envy, and endeavouring to blacken the Virtue, Knowledge and Uprightness of Intention, which they have neither Abilities, nor Goodness of Heart to imitate.

In the mean time the *Spanish* Squadron, in the most infinite Distress, parted from the *French* the Day after we lost Sight of them, but afterwards they arrived safe in *Cartbagen* Harbour; while the *French* had been looking for them at the Island of *Majorca*, and did not anchor in *Alicant Road* till the 27th of *February*, N. S.

Nothing can exceed the Severity of this Misfortune and Disappointment; a national Grievance and Calamity, what the richest and poorest Men must feel, all Degrees from the highest to the lowest. Had we pursued them, it is now obvious and manifest to the whole World, that we should have reap'd an Harvest adequate to the immense Expence of watching their Motions at their Harbour's Mouth above two Years; the whole *Spanish* Squadron must have been infallibly destroyed, or become ours, and nothing could have saved the *French* but their Heels. Separate or together, this irrecoverable Overthrow to our Enemies must have ensued; all their Designs must have been frustrated and defeated; our Allies supported, the *Spaniards*
taught

taught to pursue their true Interest, while the Power of the insolent Controller of *Europe* had been pull'd down, and he become flexible to our just Demands ; the Harbingers of Peace, Trade, and Plenty, with Glory to the Nation and its triumphant Fleet.

Let us sum up all the Advantages that each Fleet had over the other, and leave them to the Reader to form a Judgment, which Side had the Superiority in *Strength, Wisdom, and good Discipline.*

The Combined Fleets set out with summoning frequent *Councils of War*, to gather the Judgment of every experienced Officer of known Fidelity, as an Aid and Assistance to the Leader. A Man of inferior Talents may hit the Nail on the Head sooner than a superior, or indeed the greatest Genius ; and great Improvements may be made upon the many different Hints and Propositions, which the Diversity of Opinions start in such an Assembly, and contribute towards enlightening the Commander, and his taking the wisest Resolution : *But we were not Slaves to any such Rules and Customs, which all-sufficient Men look upon as the chimerical Ideas of weak Minds, who are conscious of their own want of Capacity to execute great Designs.*

They disciplined their Officers, in forming Lines of Battle, with the greatest Exactness. *We were altogether unacquainted with these Exercises, unless it could be supposed, that we could remember them, notwithstanding the Omission of two Years, since the honorable Admiral commanded in the Mediterranean.*

The next Day after they came out, they had a fresh westerly Wind, the Weather-gage of us, yet so cautious were they, tho' the Wind might soon shift to their Disadvantage, they, nevertheless, held Order and Discipline so much in Esteem, so much a preferable Advantage, that they spent all that Day in forming and getting into a proper Disposition of Battle, rather than venture bearing down upon us, unformed and irregular. We observed this their Motion, and saw into their Design; therefore, in the Evening, our Fleet very wisely anchored in the Bay again.

They kept in constant Order and Readiness for Battle, we notwithstanding the Signal for the Line of Battle was flying, came out of the Bay of *Hieres* in great Confusion; and Providence, in the most imminent Danger, delivered us from falling on board of one another.

Fortune, who has a great Influence upon all human Affairs, and exerts her Power no where with so much Insolence, as in all war-like Undertakings, crossed them in every Event, and was extremely indulgent to us. At their coming out one of their Ships was disabled, called the *Leopard*, a Ship of sixty Guns, and they were forced to leave her to be refitted. Far otherwise she accumulated all her Favours, and wantonly bestowed them on us; our Fleet became her darling Child; she extricated us when our own Indiscretion had like to have destroyed us, and by her peculiar Protection at the critical Moment, the *Boyne* and *Chicester*, *Royal Oak* and *Burford*, not only escaped the Enemy, but joined the Fleet. Above all, she
took

ENGLISH Line of Battle 9.10.11.12 Feb. 1743-4

The Revenge to Lead with ^e Starboard. & ^e Sterling Castle with ^e Larboard Tacks aboard.

Frigates &c.	Guns	Rate	Ships	Comanders	Guns	Men	Division.
Nonsuch.....a			Revenge.....	Berkeley.....			
*Dartmouth.....a			Elizabeth.....	Lingen.....	70	480	
Rumney.....a	50	3	Buckingham.....	Towry.....			
Oxford.....a			Rufsel.....	Long.....	80	600	
Feverham.....c	40	2	NEPTUNE.....	LESTOCK.....			
Winchelsea.....c	20			Stepney.....	90	770	V.A. LESTOCK.
Mercury F. S.....	8	3	Torbay.....	Gascoign.....			
			Cambridge.....sd	Drumond.....	80	600	
		4	Dunkirk.....sd	Purvis.....	60	400	
		3*	Burford.....	Watkins.....	70	480	
		3	Royal Oak.....sd	Williams.....	70	480	
		4	Rupert.....sd	Ambrose.....	60	400	
Spence Sloop.....	20		Essex.....sd	Norris.....	70	480	
Enterprise B.L.....		3	Dorset-shire.....sd	Burish.....	80	600	
Ann Galley F.S.....	8		Marlborough.....s	Cornwall.....	90	750	
Sutherland Hosp.....	18	2	NAMUR.....s	MATHEWS.....			
				Rufsel.....	90	780	A. MATHEWS.
			Norfolk.....s	Hon. J. Forbes.....	80	600	
		3	Princessa.....sp	Pett.....	70	650	
			Somerset.....sp	Sclater.....	80	600	
		4	Dragon.....sp	Watson.....	60	400	
		3	Bedford.....sp	Hon. G. Townshend.....	70	480	
		4	Kingston.....sp	Lovett.....	60	400	
		3	Berwick.....s	Hawke.....	70	480	
Newcastle.....b			Pr ^{ce} Caroline.....f	Osborn.....	80	600	
Guernsey.....b		2	BARFLEUR.....f	BOWLEY.....	90	765	
*Chatham.....b	50			de L'Angle.....			R.A. ROWLEY.
Salisbury.....b		3	Boyne.....fd	Frogmore.....			
Diamond.....d	40		Chichester.....fd	Dilk.....	80	600	
Durley.....d		4	Nassau.....	Lloyd.....	70	480	
*Seaford.....d	20	3	Warwick.....	West.....	60	400	
			Sterling Castle.....	Cooper.....	70	480	
Total	18	594	29		2150	15915	

Eng	of the Line	Ships	Guns	Men
	Frigates &c	29	2150	15915
	Absent (besides not Engaged)	18	594	3647
	Present in the time of Action	43	2554	18332
	Total	47	2744	19562
	French	15		
	Spanish	12	1822	19120
	Frigates &c	8	200	1400
	Total of y ^e Combined Fleets	36	2022	20520

* Not present at the Engagement

- a } to be pl^d V.A. Lestock } opposite y^e Enemy
- b } -ced by { R.A. Rowley } Ships of the
- c } Under Com^d V.A. Lestock } to attend the
- d } and of { R.A. Rowley } Enemy's Frigate
- sd Fired at a distance at y^e Spaniards
- s Engaged with y^e Spaniards
- sp Mixed & fired at y^e Poder until y^e Berwick
- fd Engaged with y^e French } at a distance

FRENCH and SPANISH Line of Battle

Isabella to Lead with the Starboard, & the Boree with the Larboard Tack.

Frigates &c.	Guns	Rate	Ships Names	Commanders	Guns	Men	Division.
Le Volage & 1 F.S.	20		Isabella	Don Ignatio Dutabil	80	900	to repeat Signals
			El Sobiero h	Juan Baley Castro	60	600	
			S ^t Ferdinando h	Vel Condé de Vega Florida	64	650	
			Brillante h	Blas dela Barrida	60	600	Com ^{dr} in y ^d Bst
			Alcon f	Joseph de la Rentiria	58	600	
			Hercules f	Cosim Alvares	64	650	
			ROYAL PHILIP f	Juan Joseppo NAVARRO	114	1350	
			El Constant f	Don Augustine Eturiago	70	750	
			Poder f	Roderigo Urrutia	60	600	
			Neptune g	Henrico Oliveres	60	600	
La Fleur Le Zephire & 2 F.S.	20		America g	Anibal Pettruche	60	600	Com ^{dr} in Chief
			Orient g	Fiacom Man de Vileña	60	600	
			Solide k	Chateaneuf	64	650	
			Diamant k	Marrilart	50	550	
			S ^t Esprit k	Puison	74	800	
			Le TERRIBLE k	De COURT L ^t Gen ^l	74	850	
			Tigre	Saurin	50	550	
			Ferme	Desforquart	74	800	Com ^{dr} in y ^d Bst
			Serieux k	Chelues	64	650	
			Furieux	Gravier	60	600	
L' Atalante & 1 F.S.	20		L' Eole	D' Albert	64	650	
			L' Aquilon	Vandeviel	48	500	
			L' Alcion	Laracao	54	500	
			Le Trident	Caileus	64	650	
			L' Esperance	GABARET Com ^{dr}	74	820	
			Le Duc d'Orleans	Douvez	74	800	
			Toulouse	Draiture	60	600	
			Le Boree	Damaquart	64	650	
8		28	Total		1822	19120	

*When the Engagement begun they were leading with their Larbrd Tacks,
& consequently the Boree led the Van, & the Isabella brought up the Rear.
The 4 Frigates with their Fireships were to Leeward of their Line to be placed
in the above order.*

Le Zephire La Fleur Le Volage L' Atalante	}	to attend y	{	Ferrible S ^t Esprit Real Philip Esperance	}	<i>In time of Battle and in case of being disabled to Tow them out of the Line.</i>
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The {	French { 74 { 60 Spanish { above { under } 60	Gun Ships had	{ 36 { 24 { 24 { 18	Pounders on the Lower and	} 18 } 12	Pounders on y upper Deck
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f } g } h } k }	Spaniards who	{ Engaged { Fired in passing with y French? { Fired at y Fireship but did not reach her
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k French who Engaged

June 26. 1744.

took the Wind from them and gave it us, continuing in this Bounty to the End: Fortunate Auspices indeed! an Overthrow to the Execution of the Enemy's Fireships, and their other Engines of Destruction.

The Lines of Battle shew the Disposition and Strength of both Fleets; we had the Superiority in Guns of the Line of Battle no less than seven hundred and twenty two (722) including the Ships of fifty Guns, and without reckoning them (tho' they had Ships of fifty Guns in their Line of Battle) only four hundred and twenty two (422): We had eleven three Deck Ships, whereas they had only one, the *Real* so weak, that she could not bear more than 24 Pounders on her lower Deck. Indeed their Ships of seventy four Guns carried on their lower Deck thirty six Pounders, and on their upper eighteen.

They had more Men in Proportion to the Force of their Ships, under good Discipline, *without Noise*, tho' not many of them accustomed to sail in large Ships, but in Settee's, Xebecks, or Barca Longo's. The *Spaniards*, contrary to the Character of that Nation, work'd their Ships like Seamen and Officers, entirely convincing Us, who always had the most abject and contemptible Opinion of their Knowledge; that their Judgment in conducting, and Resolution and distinguished Bravery in sustaining an Attack, and defending themselves could not be exceeded.

Tho' we had not quite so many Men as the Enemy, on board of the Ships of the Line of Battle, we had a sufficient Number to fight and
work

work our Ships; and as they did not stand so thick, consequently the less incident to be cut off; greater Numbers can only serve the Purpose of boarding. Our Men were all in good Health and Spirits; if any Men in Being, love or take a Pleasure in fighting, they are *English* Seamen, who are incapable of Fear, and despise Death; no Suffering or difficult Enterprizes can dishearten them; in short they are indefatigable, and in Battle never yet failed to distinguish themselves in overcoming Labours and Dangers.

Beyond all Question the *French* Officers are good; they take great Pains to raise them, and they are regularly bred, in Emulation of one another, giving daily Proofs of their Improvements; and yet there was something very extravagant and fantastical in the Invention of their Bridges, which they throw'd overboard; finding them not only an Incumbrance, but extremely dangerous in regard to the Splinters which might proceed from them, in cutting and wounding both Men and Rigging, particularly the Shrowds, where they were placed.

We do not at all trouble our Heads in training up Sea Officers, tho' the chief maritime Power, if they are Seamen, 'tis a meer Chance if they know any thing of military Discipline, or the Art of War; while the *French* are taught that Art, and to behave to one another like Gentlemen with Complaisance and Politeness, and every Officer gives his Orders to his inferior with the modest Manners of Equality, *we domineer* over one another with the lofty and imperious Air, which the Command of a *British* Ship of War naturally gives a Man: Thus our Spirits are broken, and
reduced

reduced to that timid Submission and servile Dependence, which cannot be expected but from Men bred up and educated in Obscurity. They command Gentlemen, we command Slaves.

Their Ships were all clean, most of ours were foul; depending on that Advantage, they made Sail to the Southward in great Order, endeavouring to gain the Wind; we kept bearing down upon them unformed, wide and extended, fighting the Enemy, rather than wait one Day longer, when we might have perfected our Line of Battle, and overcome them infallibly. They came out fitted to fight, and their Orders were such, that they durst not return before they had done it; and until the Day after the Engagement, their Conduct all along proved this to be their real Intention.

Our Center attack'd their Rear, while the Van of our Fleet was left exposed to nineteen Ships, and our Rear was a great Way off: Undoubtedly this was like aiming at a Victory in one Place, while there was a Certainty of a Defeat in another. After all, if it was possible for thirteen Ships with a Fireship to destroy five in four Hours, it was practicable for our Center to have done it; But it is certain that had the Ships been stretched and closed into a Line of Battle, and all of them from the Van to the Rear, had had it in their Power to have taken up their Adversaries successively, their Duty could not have been mistaken; on the contrary we seem'd to be in a perfect Maze, in a Conflict between obeying the Signal for the Line of Battle, which was kept abroad (without the Signal to give Chace, or to come to a closer Engagement) and going down nearer the Enemy.

Not-

Notwithstanding there was little Wind when the *French* doubled upon us, which was lucky, considering our confused Disposition; yet they preferred leaving the *Spanish* Squadron the Rear of their Fleet, to the Destruction of our Van, which they could have easily executed.

It has been known that a Professor of the noble Science of Defence has been foil'd by a Man perfectly ignorant of that Art: The unaccountable wild unexpected Manner in which he attack'd or defended himself, has been the sole Cause of his Conquest, but these Instances rarely happen.

We chased them next Day after the Fight with all the Precautions and Discipline necessary to bring us Victory and Success; *strange Mutation!* we attack'd Pell-mell when they were unhurt, and in good Order, contrary to this Rule, but now we had the Superiority of five Ships, and they shewed all the Appearance of Run-aways, we were more cautious.

We brought to six Miles to windward of them in a fine Moonlight Night, not at all flushed with these Advantages, as if Fireships could have been forced upon us right in the Winds Eye, or they in the panic of their Hearts, and disabled Condition, would have attempted that Night to have got the Wind of us.

They wisely took the Advantage of our over-much Security, and by these very Measures they over-reached us in keeping away all Night. We went after them at half an Hour past two o'Clock
in

in the Morning, with the Alarm of ten Guns; tho' they made what haste they could, yet they were in Sight at Day-light, but we gave over chasing them in a few Hours. The Wind came easterly in an Hour or two after, and we continued to hug it, by which means we lost a compleat Victory, and they saved themselves from a shameful Defeat, to be able another Day to give us Battle.

As it is the essential Quality of Prudence to draw good Luck out of bad, and to be the Mother of Success, Indiscretion on the contrary, turns even Good into Evil, and is the Mother of Adversity.

A particular Detail of the Losses on both Sides belongs to our Purpose; but we cannot come to any Certainty of the Enemies, unless it be from Monsieur *De Courts* Journal, which for the Satisfaction of the Public, we have printed both in the Original *French* and in *English*. On our Part, as there cannot be reckoned more Ships to have been engaged than six Sail, if we rank them according to the greatness of their Losses, they must be mentioned in the following manner, the *Marlborough*, *Barfleur*, *Norfolk*, *Princess Caroline*, *Namur* and *Berwick*.

The *Marlborough* had forty two Men killed, and one hundred and twenty five wounded, out of the last Number twenty of them died in three Days.

Captain *Cornewall* had both his Thighs shot off, and he had only Life to express the Agony he was in, by shaking his Head at the Surgeon below. This Gentleman who was the Idol of the Navy, and a great Ornament to it, expired becoming a
N Man

Man of his Spirit. He had been directed by the Admiral immediately before he bore down, to attack the *Real*, in which he was determined either to conquer or die; this was his inflexible Resolution, and he strictly adhered to it to his last Gasps. Courage was far from being his only Endowment, his Genius and Knowledge were equal to any Task that could be set him in his Profession; few Persons came up to him, and none surpass'd him. He took great Pains, particularly in acquiring the various Discipline and Government of Fleets in all Nations, out of which he made excellent Observations and Comparisons, extracting the good Maxims, and made great Improvements. His Sentiments were delicate, and he had no superficial Qualities. His Principles were solid, and his Judgment penetrating into Men and Things; and Virtue, Wisdom, and Valour, gave him a natural Right to command. He never, with all these Talents, displayed them, or set them out to shew without a Necessity, in Ostentation and vain Glory; Florid Discourses, and the Knack of talking upon all Subjects, without going to the Bottom of any thing, were no Parts of his Character; he was Master of all the amiable and sociable Virtues, he excluded all superfluous Formality, his Condescension and Affability were conspicuous to every Body; State and Loittiness, he was unacquainted with; his sole Aim was to render Company and Conversation easy and agreeable; and whatever Company he went into, he never failed to win their Hearts, and gain a perfect ascendent. Yet this amiable Gentleman had been very unpopular to some People, but to shew the Depravity of their Nature, and want of Judgment, another Sea Captain, who had neither his Abilities, hardly
common

common Sense, but a Man of a blundering Understanding, won their Applause by Insinuation, quacking, and trumpeting up his own Praises, low Wiles, mean Artifice, becoming an abject Spirit; while Captain *Cornwall* from his Soul detested all such false Policy, unworthy of him and beneath the Rank of a Gentleman.

Captain *Godfrey* of the Marines was killed the Hammocks, Rails, and Quick-work having been knock'd clear away fore and aft, the Quarter-deck cleared three Times, only one Man remaining upon it, the few Marines that were left alive, and not wounded, who, poor Fellows, had been sometime without any manner of Shelter, loading their Firelocks upon their Bellies and firing, were ordered below to the great Guns. The Master Mr. *Robert Caton* had both his Legs shot off, and lived to get on Shore to the Hospital; he was a good able Master, an excellent stout Mariner, and a sober bold Officer.

Lieutenant *Frederick Cornwall*, the first Lieutenant, before the Captain's Death, lost his right Arm, in regard to which, his Merit and long Services, he was preferred to the Command of the *Marlborough* for a few Days, and then resigned. Upon the Captain, his Relation being brought down to the Cockpit, with an uncommon Delicacy and Nobleness of Soul, bleeding very fast, and in great Danger of his Life, he ordered the Surgeon immediately to leave him, and go to the Captain. Likewise a young Gentleman raw and unexperienced, having been frighten'd, insomuch that he left his Quarters several Times to come down below to represent their infinite Distress, Ships pouring in
N 2 upon

upon them terrible Fires, without any Assistance to oppose them, every Friend far off, and more of the Enemy's Ships coming up just at Hand, talking as if it had been impossible for them to hold out any longer, dauntless, under the Apprehension of the Ignominy of striking the Colours, Lieutenant *Cornwall* in the Agony he was in, would have gone upon Deck, had he not been hindered. But indeed the Officer who commanded in Right of his Seniority, then in Action, was a very able Man; and at this Time it would be almost an Injustice not to mention him. Lieutenant *Newfeller*, second Lieutenant, fought the Ship above two Hours, in which he gave Proofs of his Courage and Conduct; the *Marlborough* having cleared the Wrack away in a Moment after losing her Masts, outlived the *Real* in firing a long Time; and to the very last made extraordinary good Fires, especially from her middle and lower Decks, while her Adversaries lay quite silent. Afterwards this Gentleman continued to be indefatigable, having taken unwearied Pains becoming a prudent and good Officer to put every thing to Rights, and great Order among the wounded on the Platform; which showed a tender Regard, a generous Feeling and Humanity to his fellow Creatures, whose Recovery he held in the highest Estimation. He was upon the Wing constantly in the Execution of his Duty, and preventing any Disorder, never undressed but kept the Deck until the *Marlborough* got safe into *Makon* Harbour. Surely so much distinguish'd Merit in these his Services entitle him to Promotion; but poor Man! it is said he has no manner of Interest. We have been told that the *Marlborough's* Condition was looked upon to be so bad next Morning after the Action, that Orders were

were once given to sink her ; but luckily enough they were contradicted, and a fine Ship was saved to his Majesty.

The *Barfleur* had Twenty-four Men killed, and about twenty wounded ; her Mafts were wounded.

The *Norfolk* had nine Men killed and thirteen wounded.

The *Princess Caroline* had eight Men killed, and twenty wounded : Her Mafts were very much wounded.

The *Namur* had eight Men killed, and twelve wounded : Her Mafts were likewise wounded ; but in two or three Days, they were made as secure as ever, and the Admiral hoisted his Flag on board of her again.

Captain *John Ruffel* loft his Left Arm, lived some time in a fair Way of doing well, but afterwards died of a Fever at the Hospital. He was an extraordinary good Seaman, indefatigable in the Execution of his Duty, an excellent Captain under an Admiral in the Dispatch of the Business of a great Fleet, understanding perfectly well that Part of its Government which fell under his Administration. He did not trouble his Head much about a fine Address, satisfied with the Uprightness of his own Intentions, he went on directly to what he thought was necessary for the Good and Expedition of the Service, without making the least Use of any Art or Insinuation ; and his Heart was so immediately fix'd upon this, that he was the less able to bear with the Neglects and Faults of others.

Accord-

According to the Captain of the *Poder's* Account, the first Broad-side which the *Berwick* gave him killed twenty-seven Men, and dismounted seven of the lower Deck Guns ; but on the *French Fleet* doubling upon our Van, the *Berwick* was ~~sain~~ to make Sail, leaving on board of the *Poder* her fourth Lieutenant, and twenty Men, who, in that Situation, became Prisoners.

It was observed, that the Enemy aimed their Shot at our Masts ; no doubt, dismasting is a material Point ; but what helped to this was, their being to Leeward of us, with a considerable Swell, which might possibly throw the Shot so high, without being always designed.

To conclude, the Fleet received more Damage in the bad Weather, than from the Enemy ; some Part of it occasioned from wearing twice in two Hours in a very dark, violent, stormy Night, and mistaking the Signals made so soon one after another.

As it is some Part of our Relation, we must not forget mentioning the three Men of War that were purchased. To speak the Truth, should these Vessels survive coming home, they will be no great Proof either of the Integrity of those who valued them, or the good Judgment of those who purchased them, the Reputation of the *English* Builder will be heightened perhaps at the Expence of some Men who take all Opportunities to run it down.

The *Hester* Row-boat was the first, she is almost as big as my Lord Mayor's Barge without her Beauty, and a charming Vessel to be occupied in

in a Pond : Tho' a Captain, who thinks himself an extraordinary good Judge, alledged, that in her he would take a Ship of twenty Guns, yet that Recommendation did not allure the Admiral's Lieutenant next to Promotion at the Time *She* was added to our Strength ; he had an Aversion to drowning, and he trembled for fear he should be appointed Captain of her, which was the Reason, as we have heard that there was not one made to her.

The second is an Xebeck taken by the *Dragon*, a great deal smaller than the *Garland's Prize* ; a Captain and a Lieutenant were commissioned for her : She can creep along a Shore in pleasant serene Weather, but there is an absolute Necessity for her being laid up in the Winter.

The third is a *Barco Longo*, a wonder-working Vessel before she was bought, but soon afterwards all her Perfections vanished. She fails like a Haystack either in moderate or blowing Weather, and is heartily cursed by those to whom she is joined to cruize ; however, she has got a Captain and a Lieutenant with sixty Men for her Complement, and twenty Extra's born as Supernumeraries. Notwithstanding the Ships had many Men less than their Complement, yet every one of them in Proportion contributed their Mite to so promising an Equipment ; and tho' there is no President for recruiting his Majesty's Ships abroad from home, so excellent was our Oeconomy, that the Men were contrived to be spared.

But,

But, indeed, such Men of War, who are scarce fit for any Purpose, are meer Burlesques, and a Disgrace to the Service, in which the Honour and Reputation of *Britain* is somewhat indangered, since every feeble, diminutive Vessel is a Match for them.

From the Year 1741, when the combined Fleets of *France* and *Spain* convoyed the *Spanish* Troops into *Italy* to march, 1744, there is nothing happened in the Proceedings of our Fleet or that of the Enemy's, but what has been related, unless it be the great Quantity of Ammunition that was idly thrown away on the Coast of *Catalonia* and *Valentia*; which we have the Delicacy to omit dwelling upon the Particulars, to save the Commodore the Confusion of a Blush.

Journal de la Navigation de Monsieur de Court depuis son Depart de Toulon le 19. Fevrier, jusques a son Mouillage à Alicant le 27. Ditto.

A Journal of the Proceeding of Monsieur de Court from the Time of his Departure from Toulon, February 10. to the Time of his anchoring in Alicant Bay, the 27th, ditto, N. S.

Le 19me Fevrier.

The 20th.

LE S Escadres de France et d'Espagne etant a la Rade de Toulon, ont mis a la Voile avec un Beautemp, le Vent Nord-Ouest assez Fort ; a 7 Heures du soir tous les Vaisseaux estoient sous Voile, mais le General craignant les Abordages, a fait mouiller sous Sainte Marguerite à 10 Heures du Soir.

THE French and Spanish Squadrons being in Toulon Road, got under Sail, fine Weather, moderate Gales, Wind at N. W. At 7 in the Evening all the Ships were under Sail, but the Admiral fearing their running aboard of one another, anchored with the Fleet under Saint Margaret's at 10 in the Evening.

Le 20me.

Au Matin on a veu le Leopard ayant sa Poulene emportée et les Lieures du Beauprè, &c. on en retira les Soldats, que l'on a distribué sur les autres Vaisseaux, et le Leopard est rentré dans le Port pour se radoubier, et le Reste de l'Armée a mis sous Voile, le Vent d'Ouest petit Frais; on a Employé tout le Jour à se mettre en Ordre de Battaille sur une Ligne au plus pres du Vent, sans que les Espagnols y soyent parvenus, soit par la faute de leurs Vaisseaux qui vont mal, soit par la faute de leur manoeuvre.

Le 21me.

On a decouvert au lever du Soleil l'Armée Angloise sous Voile, ayant le Vent de Terre, au Nord-Est, faisant Route pour sortir des Isles de Hieres un Nombre de 38 Voiles, le General a fait le Signal d'Ordre de Battaille sur une ligne au plus pres du Vent, qui a été mal Exécuté, le Vent au Nord-

The 20th.

In the Morning saw the Leopard with the Rails of her Head, and gammoning of her Bow-sprit gone, &c. Her Soldiers were taken out and distributed amongst the other Ships; and she went in again to the Harbour to refit; the Rest of the Fleet got under Sail, Wind at West, small Breezes: Employed all Day in forming a Line of Battle upon a Wind, without the Spaniards being able to get into it, either because their Ships went badly, or were badly managed.

The 21st.

At Sun rising discovered the English Fleet under Sail, with the Wind off shoar about N. E. standing out of Hieres's Bay to the Number of 38 Sail. The Admiral made the Signal for the Line of Battle upon a Wind which was badly put in Execution; little Wind at N.N.W. with

Nord-Ouest petit frais grosse Mer d'Ouest ; on a gouverné pour aller a la rencontre des Angloise, qui venoient a nous avec le Vent a l'Est-Nord-Est petit Vent ; les Vents varioient alternativement du Nord-Nord-Ouest et d'Est-Nord-Est, enfin les Vents d'Est l'ont emporté malheureusement pour nous.

A l'Entrée de la Nuit, les Anglois ont serré la Terre a la Distance de Deux Lieues.

8 Heures du soir nous avons mis en panne, le Bord au large.

Le 22me ditto.

Le Vent du Nord-Est variant a l'Est-Nord-Est le Cap Sicie Etant au Nord-Est b. Nord a huit Lieues, l'Escadre de France et d'Espagne a 2 ou 3 Lieues sous le Vent a l'arriere Angloise, Mons. de Court fait Signal de se mettre en ordre de Bataille sur une Ligne au plus pres du Vent, les Espag-

with a great western Swell, steered to meet the English, who were standing towards us, with little Wind at E. N. E. the Winds variable from North-North - West to East-North-East, but at last the Easterly Wind prevailed, unhappily for us.

In the Evening the English kept in shore about the Distance of two Leagues off.

At eight in the Morning brought to under our Topsails with our Heads off.

The 22d ditto.

The Wind variable from the North-East to the East - North - East, Cape Siccie bearing N. E. by N. Distance about eight Leagues, the French and Spanish Squadrons being about 2 or 3 Leagues to Leeward and a-tern of the English, Mons. de Court made the Signal for the Line of Battle upon

nols faisant l'Arriere Garde par Rapport a la Proximité des Anglois, qui arrivoient en Dependant, leur arriere Garde etant extremement prolongée, de maniere que du premier vaisseau de leur avant Garde, au dernier de leur arriere Garde, l'espace etoit au moins de trois lieues; nos Escadres etoient aussi trop prolongées & pouvoient tenir deux lieues de Distance; l'on a observé que les Anglois avoient 30 Vaisseaux de la ligne, dont trois de 84 a 90 Canons au Centre de l'arriere Garde, trois de 90, & deux de 70, au corps de Bataille, & trois de 84 a 90, au Centre de l'avant Garde, les autres depuis 60, jusques à 50.

A une heure apres midy, les Armées etant dans cette Disposition arriere garde Angloise fort éloignée, le general Anglois par le Travers du Royal Philip, Commandant des Espagnols, le * Vice Ad-

* Contre Admiral Rowley.

upon a Wind, the Spaniards composing the Rear; upon the Account of the nearness of the English, who were bearing down; their Rear being very much extended, so that from the headmost Ship of their Van to the sternmost of their Rear the Distance was at least three Leagues; our Fleet was also too much extended, and might take up about two Leagues. We observed that the English had about 30 Ships of the Line, whereof three from 84 to 90 Guns were in the Center of the Rear, three of 90, and two of 70 in the Center, and three from 84 to 90 in the Center of the Van, the rest from 60 to 50.

At One in the Afternoon, the Fleets being in this Disposition, the English Rear a great way off, the English Admiral a-breast of the Royal Philip, Commandant of the Spaniards * Vice Admiral

* Rear Admiral Rowley.

miral Lestock par le travers du terrible *Monf. de Court*, a la grand portée du Canon de 36 Livres; *Mous. Mathews*, l'Admiral des Anglois arriva, tout Court avec tout le Corps de Bataille, a la petite Portée du Canon de Royal Philip, & commença le Comoot tres Vivement. Malgré la Superiorité des Vaisseaux Anglois Don Navarro en soutint vaillamment le feu pendant plus de trois Heures, & il fut si epouvantable qu'on ne voyoit qu'un feu & Fumée: L'Avant Garde Angloise ne Commença a tirer que lorsque Monsieur de Sorgues tira sur le * Vice Admiral Lestock un coup de Canon de 36 Livres, qui porta; alors le terrible, le Serieux, le St. Esprit, le solide & le Diamant Tirerent, mais ce dernier discontinua les Canons de 18 Livres, ne pouvant pas aller jusques aux Anglois qui tinrent le vent de façon, que les Trois premiers Vaisseaux de leur avant Garde n'ose-

miral Lestock a-breast of the terrible *Monf. de Court*, at the distance of a large Gun-shot of 36 Pounds. Mr. Mathews the English Admiral, bore down short with the main Body of the Battle, within a small Gunshot of the Royal Philip, and begun the Engagement very briskly. In spite of all the Superiority of the English Ships, Don Navarro bravely bore the Fire for above three Hours, which was so terrible, that nothing was seen but Fire and Smoke. The Van of the English Fleet did not begin to Fire, till *Monf. de Sorgues* fired a 36 Pounder at * Vice Admiral Lestock, which reached him; then the Terrible, Serieux, St. Esprit, Solide and Diamant fired, but the latter left off the 18 Pounders, not being able to reach the English, who kept their Wind in such a manner, that the three headmost Ships of their Van, never durst come

* Contre Admiral Rowley.

* Rear Admiral Rowley.

vent jamais se mettre à la portée de Canon, par cette raison tous les autres Vaisseaux François ne furent pas à même de pouvoir à combattre. A trois Heures le Général Fit le Signal pour faire revirer l'avant Garde par la contre-marche pour venir au Secours des Espagnols, & couper Monsr. Mathews, qui par son arrivée, s'étoit exposé à être mis entre deux feux. Malheureusement le Signal ne fut pas apperçu dans ce Moment même, & ne fut exécuté que fort Tard, on fut même obligée de faire revirer tous les François en même Temp, pour degager Don Navarro & les Espagnols, ce qui fit tenir le Vent à Monsr. Mathews, & cesser le Combat avec le Jour, car la Nuit y eut autant de part que l'approche des François; notre armée s'étant rassemblée se tint en panne tout la Nuit; dans ce Combat les Espagnols ont soutenu tout le feu du Corp de Bataille, & de l'arrière Garde de l'Armée Angloise. Le Royal Phi-

*come within Gun-shot; for this Reason all the other French Ships had it not so much as in their Power to engage. At three the Admiral made the Signal for the Van to tack, to come to the Assistance of the Spaniards, and cut off Monsr. Mathews, who by his bearing down, had exposed himself to be placed between two Fires: Unfortunately for us the Signal was not immediately perceived, and was not put in Execution till very late; we were even obliged to make the French tack altogether, to disengage Don Navarro and the Spaniards, which made Mr. Mathews continue to have the Wind of us, and the Engagement to cease with the Day; for the Night had as great a Share of that as the approach of the French. Our Fleet being got together, lay to under our Topsails all Night: In this Engagement the Spaniards bore the Fire of
the*

lip avec une grande Fermeté & Distinction ayant Fait abandonner le Combat a Mons. Mathews & a ses deux Matelots, fait sauter un Brulot qui on lui detachâ dont il ne s'est sauvé que quatre Hommes & Demâta un Vaisseau de 90 Canons de son grand Mât & de son Artimon. Don Navarro a eu deux Blesseures legeres; Mons. de Girandin, Capitaine du Pavillon a été Blessé a Mort. 500 Hommes de tue & Blessé; le Vaisseau Espagnol le Puissant de 60 Canon, & au Don Qui-ent, a soutenu pendant deux heures le feu de cinq Vaisseaux de 60 Canons a la portée du fusil il fut Damâé de son grand Mât, & de tous les autres a la reserve d'Artimon Misene & Beaupré il resta entre les deux Armees, les Anglois Envoyerent chercher le Capitaine & le Maître & y laisserent un Officier avec 20 Hommes qu'ils n'oserent envoyer reprendre, voyant

the main Body and Rear of the *English* Fleet. The Royal Philip having with great Resolution and distinguished Bravery, made Mr. Matthews and his two Seconds abandon the Fight, caused a Fireship that was sent against him to blow up, out of which four Men only were saved; and shot away a 90 Gun Ships main and mizen Masts: Don Navarro had two slight Wounds, Mr. de Girandin, Captain of the Colours was mortally wounded, and 500 Men kill'd and wounded. The *Spanish* Ship the * *Powerful* of 60 Guns, Don Qui-ent Captain for two Hours, bore the Fire of five Ships of 60 Guns within Musket Shot; lost her main Mast, and fore and mizen Topmasts, and remained between both Fleets: The *English* sent to take out the Captain and the Boatswain, and left an Officer and twenty Men on board of her, who

* In *Spanish* called the *El Poder*.

les François rejoindre ce Vaisseau.

whom they durst not send to fetch away again, seeing the French rejoin this Ship.

Le 23me.

Au Lever du soleil les Vents de Nord Ouest petit frais on a vu l'Armée Anglois d'environ a 4 Lieues au vent, & on a relevé le Cap Sicie, au Nord Nord Est a 13 Lieus. Le Vaisseau Espagnol l'Hercule s'étant trouvé a la portée de Canon des Anglois, a Combattu pendant un Heur, on a été a son secours & il a rejoint mais un peu Maltraité. L'Armée Anglois arrivant sur la Notre, on a reviré sur le Vaisseau le Puissant de s'emparer, & a Midy l'Armée a mis en panne le vent au N. E. Foible, le General a ordonné au Diamant de prendre tout ce qu'il pourroit de l'Equipage du Puissant plusieurs autres Vaisseaux y ont envoyé aussi leur Canots ; a une Heure & Demi n'y restant plus Personne, les Officors du General y ont mis le Feu, & le Diamant

The 23d.

At Sun rising the Wind at North West light Breezes, saw the English Fleet about 4 Leagues to Windward, and made Cape Sicie N. N. E. about 13 Leagues. The Hercules, a Spanish Ship being within Gunshot of the English, engaged about an Hour, made up to her Assistance, and she rejoin'd us, but not without some Damage. The English Fleet bearing down upon ours, tack'd upon the Powerful to take Possession of her, and at Noon brought to, under our Topsails, Wind at N. E. light Breezes : The Admiral ordered the Diamant to take out as many of the Powerful's Crew as she could, several other Ships also sent their Boats ; at one o'Clock no body being left on board the Admiral's, Officers set her on Fire,

a. Force de Voil pour remettre les Espagnols a Don Navarro L'Armée a arrive sur les deux Heures en ordre de Bataille, Vent arriere, et a l'entrée de la nuit l'Armée Anglois a tenu plus pres, sur les 9 Heures du soir on a vu sauter en l'air le Vaisseau le Puissant.

Le 24me.

At point du jour les Vents variants de Nord-Nord-Ouest au Nord-Nord-Est, gros Vent et grosse Mer, l'armée a été obligée d'arriver, faisant Route au Ouest Sud Ouest, on n'a point eu de Connaissance des Anglois; un Vaisseau Espagnol a yant eu les Haniers emportes et plusieurs autres incommodes, on a fait Route au Sud-Ouest a Petite Voile a cause que le Real Philip étant remorqué par l'Isabella craignoit de faire trop d'Effort sur les Mats et sur le Vaisseau.

A 4 Heures apres Midy on a reconnu le Cap de Creux a cinq Lieues on a

Fire, and the Diamant made Sail to put the Spaniards on board of Don Navarro. At two o'Clock the Fleet bore away before the Wind in the Line of Battle; in the Evening the English Fleet haled their Wind, at 9 ditto saw the Powerful blow up.

The 24th.

At Day-break the Winds variable from North-North-West to North-North-East, fresh Gales and a great Sea, the Fleet was obliged to bear away steering West-South West, saw nothing of the English; a Spanish Ship having her Top-masts carried away, and several others damaged, steer'd South-West with an easy Sail, because the Royal Philip being towed by the Isabella, was afraid of straining too much the Ship or Masts.

At 4 in the Afternoon made Cape Creux, distance about five Leagues brought

mis a la Cap, les Vents a l'Est-Nord-Est forts, tous les Espagnols etant incommodés, ont Continué leur Route pour chercher une Asyle pour se racommoder.

Le 25me.

Au point du jour, on n'a plus vu aucun Espagnol, le Vent au Nord-Est grand frais, on a fait Route pour se Retirer a la Côte d'Espagne et pour chercher les Espagnols, et Pon a couru a petite Voile Toute la Nuit.

Le 26me.

Au lever du Soleil on a vu l'Isle de Mayorque les Vents au Sud-Est et Est-Sud Est grand frais, on a continué la Route au Sud-Ouest a petit voile toute la nuit.

Le 27me.

Au Soleil Levant on a releve l'Isle de Belgran a l'Est Distance 6 Lieues, on a Force de Voile les Vents a Nord bon frais a l'Ouest $\frac{1}{4}$ Sud-Ouest, le long de la Côte ; a cinq

brought to, Wind at East-North-East strong Gales, all the Spaniards being damaged, continu'd their Rout to look for a Place of Shelter where they might refit.

The 25th.

At Day-break no Spanish Ship in Sight, Wind at N. E. fresh Gales, steer'd to reach the Coast of Spain to see for the Spaniards : Run under an easy Sail all Night.

The 26th.

At Sun rising saw the Island of Majorca, Wind from South-East, to East-South-East, fresh Gales ; continued our Course at South-West, under an easy Sail all Night.

The 27th.

At Sun rising made the Island of Belgran East Distance six Leagues, crowded Sail, the Wind at North, a fine Gale, steering West and by South along the Coast ;
at

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Heures du Soir on a Mou- at five in the Evening
illé a la Rade d'Alicant. Anchored in *Alicant*
Road.

N. B. *The above is a true Copy which came from
Marseilles, procured there, from the Secretary to the
Marquis de Mirepoix, Commandant of Provence,
to whom the Original was addressed, by Mons. de
Court from Alicant.*



*Additional Signals made Use of by our Fleet
in the West-Indies.*

BY DAY.

WHEN I make the Signal for the Line of Battle in the Morning, if I would have every Ship to keep half a Mile Distance from each other for our better extending ourselves to see all that passes, I will hoist a Yellow Flag at the mizen Peek under the Signal for the Line of Battle.

When I shall hoist a White Flag at the Foretopmast-head with a Gun, I would have all Ships come in near me, for our not losing Company in the Night.

And when any one finds himself to Leeward of me, he is to make sail and ply to Windward, for getting nearer to me, which I shall make his Signal to do, if I observe he neglects to do it.

When you make the Signal for seeing a Sail, if it be to the N. W. at the same Time hoist a Jack at your Foretop-gallantmast-head ; if it be to the S. W. the same your Mizen Topmast-head ; if to the N. E. a Pendant at the Foretop-gallantmast-head ; and if to the S. E. the same at your Mizen Topmast-head.

BY NIGHT.

Whereas the Night Signals in the general Instruction Book for lying by, or making Sail after lying

lying by, are Signals generally conceived for bad Weather ; and so, for being better distinguished, are directed to be made with a great Number of Guns, which, in moderate Weather, and our present cruizing Station, might be inconvenient : You are therefore hereby *required* and *directed* to observe, that when sailing upon a Wind I would have the Squadron brace to lie by, I will hoist two Lights under my Light in the Maintop, and fire one Gun, when the sternmost Ships are to begin to brace to first ; and when I would have the Squadron to make Sail, after lying by, I will fire two Guns without Alteration of Lights, when the headmost are to fill first, and go with an easy Sail till I get a-head of them, that they may the better judge what Sail to keep me Company with.

In Case of seeing Ships in the Night.

The Signal for seeing a strange Ship in the N. E
 * Quarter shall be by hoisting one Light where you think I can best discern it. *Chace to the N. E.

** Two Lights one under the other.

** N.W.

† Three Lights one under the other.

† S. E.

†† Four Lights one under the other.

†† S.W.

And you are to keep the Signal out till I answer by shewing another Light, or if I should not answer it soon, you are to fire a Gun for my taking Notice of it ; and if there be more Ships than one, when I have answered your Signal, you are to make as many false Fires as you see strange Ships.

And

And if I would have you chace * that Way, I will fire a Gun after I have answered your Signal with the Lights ; and upon your giving Chace towards the strange Ship or Ships you are to carry a Light in your Stern Lanthorn, and keep it out till you come up with the Chace ; or if I should make your Signal for leaving off Chace, ** which shall be by firing two Guns, without Alteration of Lights.

* to chace.

** leave off Chace.

In Case of Engaging an Enemy in the Night.

† Shall be for each Ship carrying two Lights of an equal Height hoisted up at the Mizzen Peek, and two more Lights of an equal Height at the Bow-sprit End.

† know each other

†† Shall be by my shewing two Lights of an equal Height over my Light in the Main-top, and firing a Gun, and carrying the distinguishing Lights when each Ship is to carry her distinguishing Light, and get into her respective Station.

†† Line of Battle in Night.

Whereas the Night-signal, in the general Instructions, is by hailing, which, in many Cases, might prove inconvenient, the Signal for knowing each other in the Night, shall be for the weathermost Ship to hoist the distinguishing Lights, where they can best be seen, § which are two Lights of equal Height, and the Leewardmost in like Manner, to shew three Lights of equal Height, where they can best be seen.

§ loosing Company and meeting again.

*An additional Instruction to be added to the
fighting Instructions.*

In case of meeting any Squadron of the Enemy's Ships, whose Number may be less than those of the Squadron of his Majesty's Ships under my Command, and that I would have any of the smaller Ships quit the Line, I will, in such Case, make the Signal for speaking with the Captain of that Ship I would have quit the Line; and, at the same Time, I will put a Flag striped yellow and white at the Flag-staff at the Maintopmast-head; upon which the said Ship or Ships are to quit the Line, and the next Ships are to close the Line, for having our Ships of the greatest Force to form a Line just equal to the Enemy's: And as upon the Squadrons engaging, it is not to be expected, that the Ships withdrawn out of the Line can see or distinguish Signals at such a Juncture; it is therefore strictly enjoined and required of such Captain or Captains, who shall have their Signal or Signals made to withdraw out of the Line; to demean themselves as a *Corp de Reserve* to the main Squadron, and to place themselves in the best Situation for giving Relief to any Ship of the Squadron that may be disabled, or hardest pressed by the Enemy, having in the first Place a Regard to the Ship I shall have my Flag on board, as where the Honour of his Majesty's Flag is principally concern'd; and as it is morally impossible to fix any general Rule to Occurrences that must be regulated from the Weather, and the Enemy's Disposition, this is left to the respective Captain's Judgment that shall be ordered out of the Line to govern himself by, as becomes an Officer of Prudence; and as he will answer the contrary at his Peril.

M E-

MEMORANDUM.

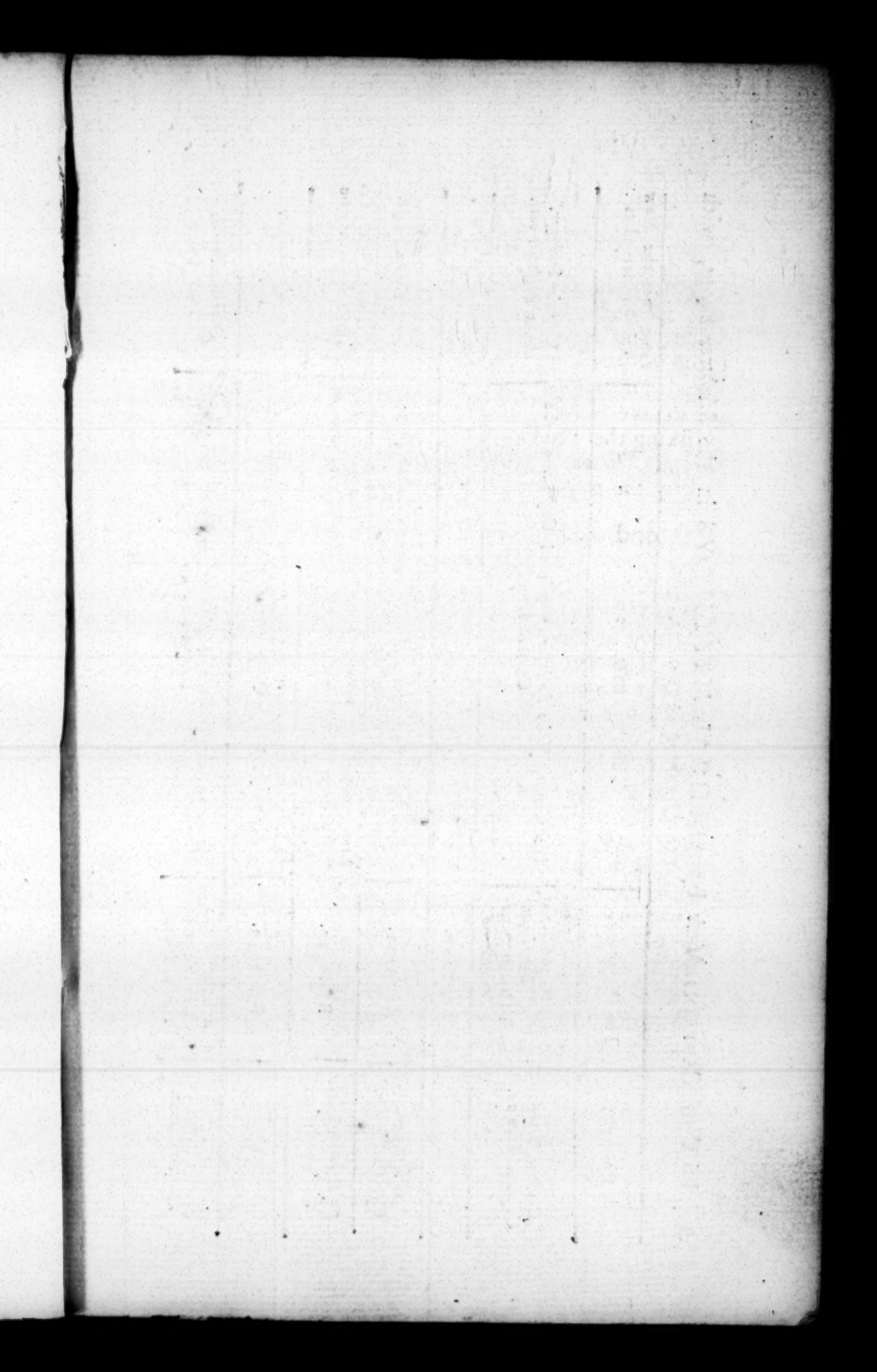
That whereas all Signals for the respective Captains of the Squadron, are at some one of the Mast-heads; and as when we are in a Line of Battle, or in other Situations, that it may be difficult for the Ships to distinguish their Signal; in such Case you are to take Notice, that your Signal will be made, by fixing the Pendant higher upon the Topgallant Shrouds, so as it may be most conspicuous to be seen by the respective Ship it is made for.

A Second additional Instruction to the fighting Instructions.

If at any Time after our being engaged with any Squadron of the Enemy's Ships, the Admiral shall judge it proper to come to a closer Engagement with the Enemy, than at the Distance we first began to engage, the Admiral will hoist a *Union Flag* at the Maintopmast-head, and fire a Gun on the opposite Side to which he is engaged with the Enemy, when every Ship is to obey the Signal, taking the Distances from the Center, and if the Admiral would have any particular Ship do so, he will make the same Signal, with the Signal for the Captain of that Ship.

And in case of being to Leeward of the Enemy, the Admiral will at the same Time he makes this Signal hoist the yellow Flag at the Foretopmast-head for filling and making Sail to Windward.

And during the Time of Engagement every Ship is to appoint a proper Person to keep an Eye upon the Admiral, and to observe Signals.



A LIST of CAPTAINS Made by ADMIRAL MATTHEWS in the *Mediterranean*, with
the *Different REMOVES, &c.*

The VACANCY.	The OCCASION.	The PREFERMENTS and REMOVES.	Time that the New Captains served as Lieutenants.
<i>Cruizer Sloop,</i> Captain <i>Pitman.</i>	Appointed Captain of a 20 Gun Ship at <i>Lisbon</i> , but super- ceeded by an <i>Admi- rality</i> Commission.	Lieutenant, <i>John Stringer</i> , appointed Captain of the <i>Cruizer Sloop.</i>	Captain <i>Stringer</i> , about Eight Years.
<i>Salamander Bomb,</i> Captain <i>Wickman.</i>	RESIGNED.	Lieutenant, <i>Merrick De L'Angle</i> , appointed Captain of the <i>Salamander Bomb.</i>	Captain <i>De L'Angle</i> , about Eight Years.
<i>Feverisham,</i> Captain <i>Watson.</i>	RESIGNED.	Lieutenant <i>Matkay</i> appointed Captain of the <i>Ann Galley</i> <i>Fire ship.</i> * 1 Captain <i>Hodgkiss</i> moved into the <i>Dursey</i> , and Captain <i>Hughs</i> into the <i>Feverisham.</i>	Captain <i>Matkay</i> , about Eight Years.
<i>Warwick,</i> Captain <i>Toller.</i>	RESIGNED.	Lieutenant <i>Young</i> appointed Captain of the <i>Salamander</i> <i>Bomb.</i> —* 2 Captain <i>Merrick De L'Angle</i> moved into the <i>Winchelsea</i> , and <i>Holcomb</i> into the <i>Warwick.</i>	Cpt. <i>Young</i> , Midf. Lt. and Capt. in one Voyage.
<i>Dragon,</i> Captain <i>Burnet.</i>	RESIGNED.	* 3 Lieutenant <i>Bridges Rodney</i> appointed Captain of the <i>Plymouth</i> , and Captain <i>Charles Watson</i> moved into the <i>Dragon.</i>	Captain <i>Rodney</i> , Three Years.
<i>Xbeck,</i> <i>Dragon's Prize.</i>	Bought of the Captors, and Commissioned.	Lieutenant <i>George Durell</i> appointed Captain of the <i>Xbeck</i> , <i>Dragon's Prize.</i>	Captain <i>Durell</i> , Two Years.

<i>Essex</i> , Captain <i>Robinson</i> .	SUSPENDED by an <i>Admiralty</i> Order.	Lieutenant <i>John Philipson</i> appointed Captain of the <i>Salamander Bomb</i> . — * 4 Captain <i>Young</i> moved into the <i>Neptune</i> , Captain <i>Lovett</i> into the <i>Kingston</i> , and Captain <i>Norris</i> into the <i>Essex</i> .	Captain <i>Philipson</i> , about Two Years.
<i>Sterling Castle</i> , Captain <i>Cleland</i> .	DEAD.	* 5 Captain <i>Marb</i> appointed Captain of the <i>Sterling Castle</i> , and in the mean while one of the Admiral's Lieutenants had an Order to command the <i>Terrible Bomb</i> .	Lieutenant commands the <i>Bomb</i> .
<i>Sterling Castle</i> , Captain <i>Marb</i> .	Appointed to commanded the <i>Royal Oak</i> .	Lieutenant <i>Moses Peadle</i> appointed Captain of the <i>Mercury Fire-Ship</i> . * 6 Captain <i>Davis</i> moved into the <i>Neptune</i> , which Ship Captain <i>Young</i> had commanded 10 Days, and was moved into the <i>Kenington</i> , Captain <i>Peyton</i> into the <i>Rocheſter</i> , and Captain <i>Williams</i> into the <i>Sterling Castle</i> .	Captain <i>Peadle</i> , about Five Years.
<i>Enterprize, Barco</i> <i>Longo</i> .	Bought of the Captors, and Commissioned.	Lieutenant <i>Thomas Hemming</i> appointed Captain of the <i>Enterprize Barco Longo</i> .	Captain <i>Hemming</i> , about Seven Years.
<i>Neptune</i> , Captain <i>Davis</i> .	RESIGNED after commanding Six Days.	Lieutenant <i>Joseph Knight</i> appointed Captain of the <i>Xbeck</i> , <i>Garland's Prize</i> . * 7 Captain <i>George Serpney</i> moved in to the <i>Neptune</i> .	Captain <i>Knight</i> , Three Years.
<i>Sutberland Hospital</i> <i>Ship</i> , Captain <i>Opie</i> .	BROKE by a <i>Court-Martial</i> .	Rt. Hon. Lord <i>Colwill</i> appointed Captain of the <i>Sutberland Hospital-Ship</i> .	Rt. Hon. Lord <i>Colwill</i> , about Three Years.

C O N-

CONTINUATION

<i>Rochester,</i> Captain <i>Pyton.</i>	LEAVE TO RESIGN.	*8 Lieutenant <i>Arthur Scott</i> appointed Captain of the <i>Rochester.</i>	Captain <i>Scott</i> , Midshipman, Lieutenant, Captain, in One Voyage, about Three Years Lieut.
<i>Royal Oak,</i> Captain <i>Vincent.</i>	RESIGNED.	Captain <i>Gyles Vanbrugh</i> appointed Captain of the <i>Carcas Bomb.</i> *9 Captain <i>Watkins</i> moved into the <i>Dursey</i> , Captain <i>Hodgell</i> into the <i>Diamond</i> , Captain <i>Purvis</i> into the <i>Dunkirk</i> , Captain <i>Cooper</i> into the <i>Sterling Castle</i> , Captain <i>Williams</i> into the <i>Royal Oak</i> , and Captain <i>Marlb</i> who commanded her by Order, into the <i>Terrible Bomb</i> again; and the Admiral's Lieutenant to his Duty on Board the <i>Namure</i> again.	Captain <i>Vanbrugh</i> Midshipman, Lieutenant, and Captain in One Voyage; served Lieutenant Three Years.
<i>Barfleur,</i> Captain <i>Rowley.</i>	Made an Admiral.	Lieutenant <i>Edgcumbe</i> appointed Captain of the <i>Terrible Bomb</i> , Captain <i>Marlb</i> moved into the <i>Winchelsea</i> , and Captain <i>De L'Angle</i> into the <i>Barfleur.</i>	Captain <i>Edgcumbe</i> , above Three Years.
<i>Marlborough,</i> Captain <i>Graves.</i>	RESIGNED <i>not choosing to serve under Mr. Rowley.</i>	Lieutenant <i>Bowdler</i> appointed Captain of the <i>Carcas Bomb.</i> *10 Captain <i>Vanbrugh</i> moved into the <i>Dursey</i> , Captain <i>Watkins</i> into the <i>Feverstam</i> , Captain <i>Hughes</i> into the <i>Chatbam</i> , Captain <i>Townsend</i> into the <i>Bedford</i> , and Captain <i>Cornwall</i> into the <i>Marlborough.</i>	Captain <i>Bowdler</i> , above Three Years.
<i>Marlborough,</i> Capt. <i>Jas. Cornwall</i>	KILLED in the Battle.	*11 Lieutenant <i>Cornwall</i> , first Lieutenant of the <i>Marlborough</i> , who lost his Right Arm in the Battle, appointed Captain of the <i>Marlborough.</i>	Captain <i>Cornwall</i> , about Ten Years.

<i>Marlborough,</i> Capt. <i>Frd Cornwall.</i>	RESIGNED.	* 12 Lieutenant <i>Robinson</i> appointed Captain of the <i>Marlborough</i>	Captain <i>Robinson</i> , about Eight Years.
<i>Namure</i> , Captain <i>Russell</i> .	DIED of his Wounds.	Lieutenant <i>Bentley</i> appointed Captain of the <i>Sutherland</i> <i>Hospital-Ship</i> . * 13 Lord <i>Colwill</i> moved into the <i>Dursey</i> , Captain <i>Vanbrugh</i> into the <i>Feverßam</i> , Captain <i>Watkins</i> into the <i>New Castle</i> , Captain <i>Fox</i> into the <i>Chichester</i> , and Captain <i>Dilke</i> into the <i>Namure</i> .	Captain <i>Bentley</i> , about Ten Years.
<i>Nazareth Tender</i> made a Fire Ship.	Bought into the Service, and Commissioned.	Lieutenant <i>Henry Marß</i> appointed Captain of the <i>Nazareth Fire-Ship</i> .	Captain <i>Marß</i> , Mid- shipman, Lieutenant, and Captain in One Voyage; Lieutenant about Three Years.

Memorandum. In all 19 Captains made, and 13 given Post to marked thus (*). Rear Admiral *Rowley* having hoisted his Flag on Board of the *Neptune*, occasioned the following Removes, viz. Captain *De L'Angle* into the *Neptune*, Captain *Stepney* into the *Forbay*, and Captain *Gascoigne* into the *Barfleur*. Lieutenants of the *Admiral* in *March* 1744, were 1 *Buckle*, 2 *Jasper*, 3 *Knowler*, 4 *Harland*, 5 *Montague*, and 6 *Cosby*.

A LIST

A LIST of LIEUTENANTS Made by ADMIRAL MATTHEWS in the Mediterranean.

Lieutenants NAMES.	SHIPS.	Lieutenants NAMES.	SHIPS.
Mr. New-feller, Broke,	Marlborough.	Mr. John Carey,	Princessa.
Mr. John Ballet,		Mr. Thomas Evans,	Rupert.
Mr. Matthew Moor,		Mr. Thomas Williams,	Kingston.
Mr. John Hyde,		Mr. Frederick Booth,	Romney.
Mr. William Goosefree,	Russel.	Mr. Thomas Graves,	Norfolk.
Mr. John Hill,		Mr. Michael Carney,	Lenox, gone Home.
Mr. Peter Parker,		Mr. Richard Carbey,	Guernsey.
Mr. — Sopkins,	Elizabeth.	Mr. Kirby,	Feverham.
Mr. Richard Norbury,		Mr. Joseph Eastwood,	Diamond.
Mr. Paul Ory,		Mr. — Trelawny,	Leopard.
Mr. — Webber,	Barfleur.	Mr. — Smith,	Newcastle.
Mr. Weller, a Volunt. Lt.		Mr. John Bollard,	Kensington.
Mr. John Jekill,	Effex.	Mr. — Davis,	Sutherland Hospital-Ship.
Mr. Hamilton Gore,		Mr. Robert Dundas,	Fire-Drake.
Mr. Joseph Peyton,	Bedford.	Mr. Charles Swift Barclay,	Ann Galley Fire-Ship.
Mr. Thomas Hanbury,		Mr. John Christian,	Dragon's Prize, Xbeck.
Mr. John Falkner,	Buckingham,	Mr. James Cunningham,	Enterprise, Barco Longo.
Mr. — Prescott,		Mr. John Baltard,	Garland's Prize, Xbeck.
Mr. James Gambier,	Barford,	Mr. Somerset Hillard,	Shark Stoop.
Mr. Furnace,		Mr. John Gillard,	Caracas Bomb.
Mr. Benjamin Wills,	Torbay.	Mr. William Mel'drum,	
Mr. — Varlo,		Mr. John Bray,	
Mr. Richard Knight,	Nassau.	Mr. Nicholas Freillian,	
Mr. Thomas Christian,		Mr. — Paimain,	
Mr. John Gardner,	Norfolk.		

N. B. By the above List we would not have our Readers conclude, that the Mediterranean is an unwholesome Climate, far otherwise; for only one Captain died, and three Lieutenants, viz. Captain Cleland of the Sterling-Castle, Lieutenant Lee of the Plymouth, Lieutenant Waters of the Effex, and Lieutenant Waldon of the Newcastle.

No doubt there may have been more Lieuts. made, who have not come within the Compass of our Knowledge,
F I N I S.

CONTENTS to *Millan's* SUCCESSION of COLONELS and ESTABLISHMENTS of the NAVY, ARMY and GARRISONS, &c.

Price Thirteen Shillings Bound.

Note *The Articles mark'd with a *, are New to this Edition, and were never printed in any Book before.*

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